

MOTORISTS! THIS IS YOUR PAGE

WILLYS ENTHUSIASM

An Opinion from East London.

Evidence of the enthusiasm with which the 1931 Willys Models have been received in South Africa is contained in a letter and a newspaper article recently received from Mr. Kenneth W. G. Eccles, the Sales Manager for Messrs. Atkinson Oates Motors Ltd., the Willys Distributors for the East London portion of the territory. He writes:

"I feel sure you will be interested in the enclosed newspaper write-up on the 97 Model. The Motor Editor of the East London Daily Dispatch, who is responsible for this article, considers this car one of the finest propositions. He has, ever handled, and has promised to spread the good news to all and sundry.

"We are all 100 per cent. sold on the Willys Models and feel sure we shall be able to put a large number on the road.

"We anticipate really big business in your lines, and would welcome further suggestions for the betterment of our Willys sales."

In the article which Mr. Eccles enclosed, the Motor Editor of the East London Daily Dispatch says: "Organisation, the perfection of mass production and factory schemes, and the narrower margin

of profit made possible an original capital outlay on plant is wiped off, bringing full-value cars lower and lower in price, until one tries to visualize where it is going to end.

"A car that gives rise to this train of thought is the newly-released Willys 'Six' built and designed as a new challenge in the low-price field.

"A feeling of control and confidence seems to settle immediately over the driver with this car. The front seat is adjustable and the screen wide and low gives plenty of vision, while the sliding-type selective gears (three-speed standard change) and four-wheel Bendix internal expanding brakes made the matter of acceleration and deceleration almost instantaneous.

It is somewhat refreshing these days to see an unusual car with new lines, and the Willys came in for a good deal of attention in town.

"The Willys traction was definite and unwavering. There was no suspicion of swinging or skidding when cornering at fairly good speeds, neither did the body betray any signs of side sway."

As regards appearance, the Willys is a clever little car in many ways. The double-drop frame of the chassis, besides giving added strength and balance, allows the body to be suspended a good deal lower without losing ground-clear-

ance for the engine-tray and sumps. This low-slung effect imparts a symmetrical appearance, and adds proportion to the artistically rounded sedan body. The Willys definitely breaks away from the square aspect that spoils the line of so many sedans.

"To return to interior details,

nothing that increases driving comfort seems to have been forgotten.

"Altogether, the new Willys 'Six'

may be regarded as a welcome addition to the wide range of cars now open to the buying public. It is a car with a strong performance and a fine appearance."

ENORMOUS MILEAGE.

Based on an average petrol consumption of 12 miles a gallon, motor vehicles in America run more than 168 billion miles annually, average annual mileage about 6,300 miles. If one vehicle could travel to the sun, 92,000,000,000 miles away, it would make 903 round trips each year to equal the mileage of motor vehicles in the United States, according to statistics.

In order to push the sale of Morris vehicles in overseas markets, a group of centralised subsidiary companies has been established in India and South Africa, under the control of Sir William R. Morris.

DO-X.

Engines of World's Largest Flying Ship.

CORRECTLY LUBRICATED.

Dr. Dornier's giant flying boat, the Do-X, has been an object of interest in the aviation world for some considerable time, and her performances in the course of her flight across the Atlantic have unquestionably established her success as a type, and have clearly shown that it is possible to combine aeroplane and ship.

The Do-X is a semi-cantilever, high-wing biplane. Its wing span is 157 ft., its length 131 ft., and the tops of the propellers are 31 ft. above the keel of the hull. Fully laden, the craft weighs 55½ tons, with a disposable load of 28 tons.

It is remarkable from the point of view of carrying capacity, in that it can carry one pound of useful load for every one pound of its own weight. The maximum speed is 150 m.p.h., and the cruising speed 115 m.p.h. The hull is divided into three decks, the middle deck, which is 64 ft. long, being reserved for passengers.

The Do-X has twelve Curtiss Conqueror engines, each of 600 h.p. They are lubricated with Mobiloil Aero "H". The engines are

mounted in pairs above the main plane, one engine of each pair driving a tractor air screw and the other a pusher air screw. The Do-X has a large reserve of power. It can fly and manoeuvre with eight engines, and can actually take off with that number of units in operation.

The control of the Do-X is in many respects similar to that of an ocean going ship. The captain has a staff of navigating officers and engineers. The captain or navigating officer on duty can if necessary control all the engines from the navigating room, but, generally speaking, their operation is under the control of the engineers who are connected by telephone with the navigating room.

The Atlantic flight was taken in easy stages, during the most trying part of the year from the point of view of weather conditions.

Several unfortunate adventures, not due to inherent disabilities, were encountered, but these can only be regarded as emphasising the capacity of the Do-X. The experience she had soon after leaving Bordeaux in November last, when she was forced down in the Bay of Biscay, certainly made it clear that she was possessed of considerable sea-worthiness.

The Atlantic flight was finally completed on June 5, when the Do-X arrived at Natal, Brazil, after having covered the distance from the Cape Verde Islands at an average speed of 113 m.p.h.

This is a telegram received by the Vacuum Oil Company from the Commander of the Do-X:

"The excellent quality of Mobiloil has made the Trans-Atlantic flight possible. Congratulations on your services and co-operation
Christianse, Captain Do-X."

A YEAR'S TEST.

In Sixty Days for Buick.

Within a period of sixty days the Buick engineering staff can now do as much development work as it formerly could accomplish in a year, according to A. F. Bassett, Managing Director of General Motors Export Company.

"A test car can be put on the General Motors proving ground today and, in a comparatively short time, run 25,000 miles under the constant supervision of the Buick engineering staff. If some new experimental device fails to stand up under the constant strain of high speed driving the engineers have little difficulty, under these conditions, in discovering what is wrong,"

Mr. Bassett said.

Discussing the engineering resources of the Buick Motor Company, Mr. Bassett pointed out that the engineering set-up of General Motors includes a technical board comprised of the corporation and division engineers, representatives of the General Motors Research laboratories and engineers from the proving grounds; these, in addition to Buick's own engineering staff which numbers about 476 men, constitute the engineering foundation on which Buick builds better automobiles.

"On the chief engineer's staff alone there are 60 men, more than the entire engineering departments of many companies," Mr. Bassett continued. "An entire lifetime can be spent studying one certain motor part without learning all there is to know about it. At Buick there are specialists for everything. There are 17 men working on engine developments alone."

Among the recent outstanding contributions made by the Buick staff to the improvement of automotive engineering are Buick synchromesh transmission, the oil temperature regulator and the carburetor air intake cleaner and silencer. These proven features are built into all 1931 Buick straight eights.

The half-yearly imports of motor cars and chassis into New Zealand were the lowest for nine years. Out of a total of 2,629 imported cars 1,487 were British, 472 Canadian and 327 American.

FIRESTONE VOICE.

James Melton and Array of Talent.

New York, Sept. 3.

"The Voice of Firestone" will officially open the fall radio season with a notable array of talent. It goes on the air at 8.30 p.m. Eastern Daily Saving Time, September 7 over a nationwide NBC network. Announcement made to-day by the Firestone tyre and Rubber Company confirmed that this programme will include some of the leading stars of radio. A notable cast headed by James Melton, internationally famous tenor, Gladys Rice, soprano, the Firestone Male Quartet, and William Merrigan Daly, directing a 30-piece symphonic orchestra, comprises the musical talents of the programme.

James Melton's voice has made him a favourite with radio listeners for a number of years. He divides his time between radio engagements and such important social functions as a Charity Fete at Newport and a swing around the United States or a trip to Europe on concert.

Gladys Rice first knew the entertainment world through the stage. It was in her school days that her teachers discovered she had a voice of more than usual promise. She joined a musical stock company at Mount Vernon, N.Y., at the age of seventeen.

She, too, like "Jimmy" Melton, was early in her career engaged by "Roxy" and was starred at the Rivoli and Rialto Theatres in New

York. So impressed was "Roxy" with her work that he stipulated when he moved to a larger theatre that Miss Rice should go too. In addition to the enviable position she holds in the world of radio Miss Rice is a pianist of ability.

Friends of American music—and they are increasing in number each month—find a sympathetic maestro in William Merrigan Daly, who will direct the "Firestone Orchestra." Daly's most recent honour was to be chosen by George Gershwin to conduct the latter's famous "Rhapsody in Blue," when it was played for the first time by the huge Philharmonic Orchestra in New York City. At that time Daly was introduced by Deems Taylor, noted American composer, who was also on the programme, as "next to Leopold Stokowski the greatest conductor of American music now living."

The male quartette has a reputation in keeping with those of the other stars of the "Voice of Firestone" programme.

New York radio critics have hailed the programme personnel of "The Voice of Firestone" as one of the most ambitious assemblages of talent offered on a single programme in many years.

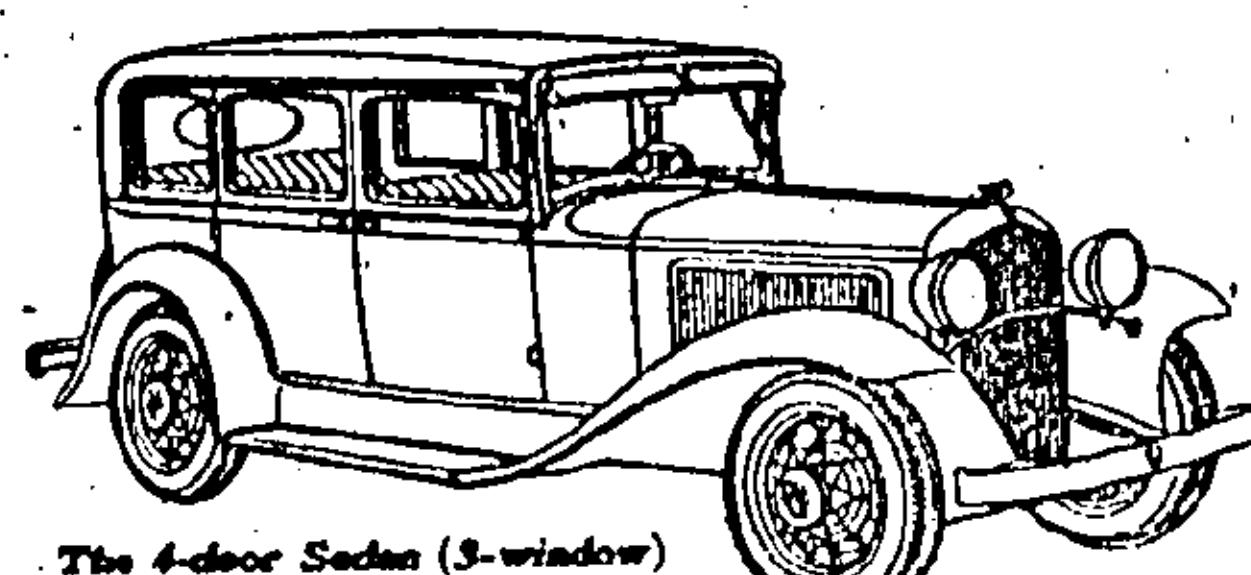
Home sales of German motor-cars and commercial vehicles dropped from 58,734 during the first six months of last year to 42,664 in the same period of this year.

There is only one passenger car, no buses and 61 commercial motor vehicles, 52 in all, in Bermuda.

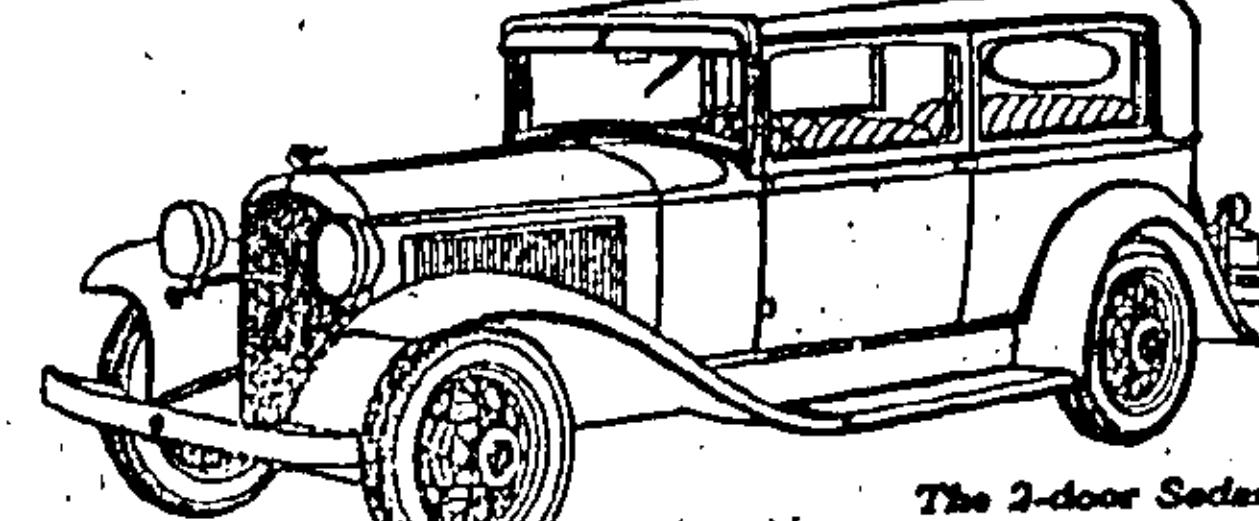
SMOOTHNESS OF AN EIGHT ECONOMY OF A FOUR

CHEVROLET

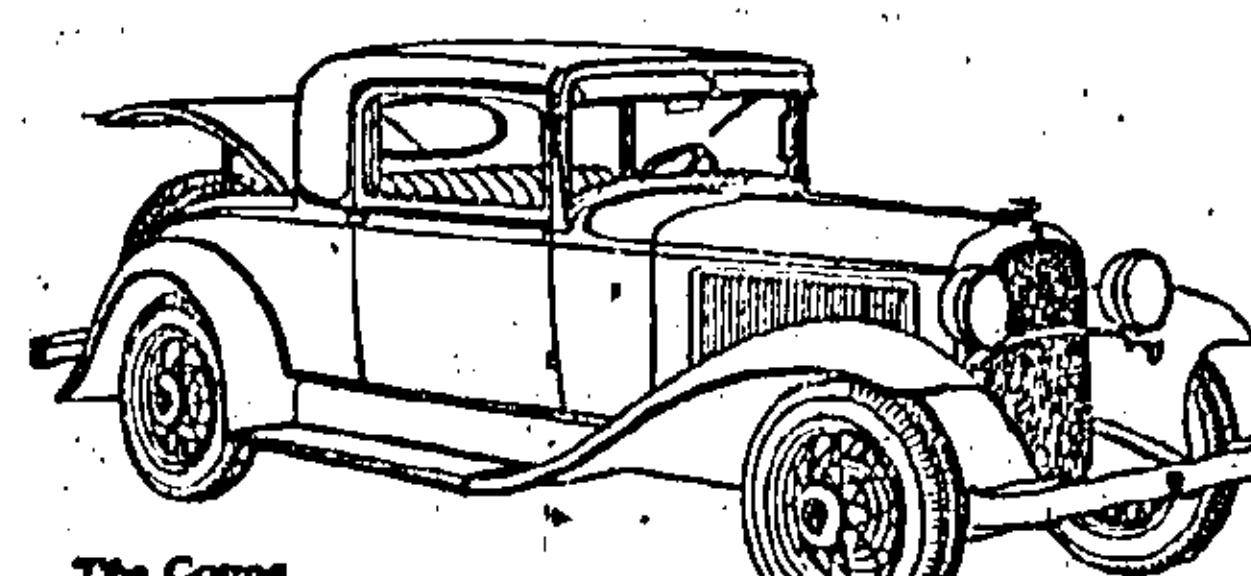
FLOATING POWER and FREE WHEELING



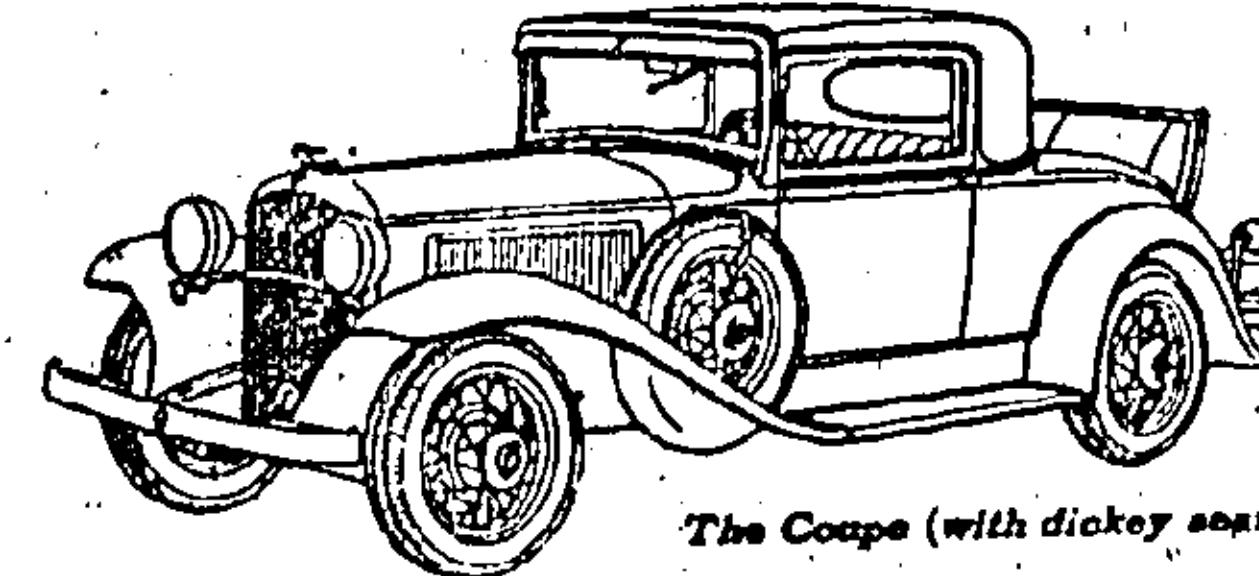
The 4-door Sedan (3-window)



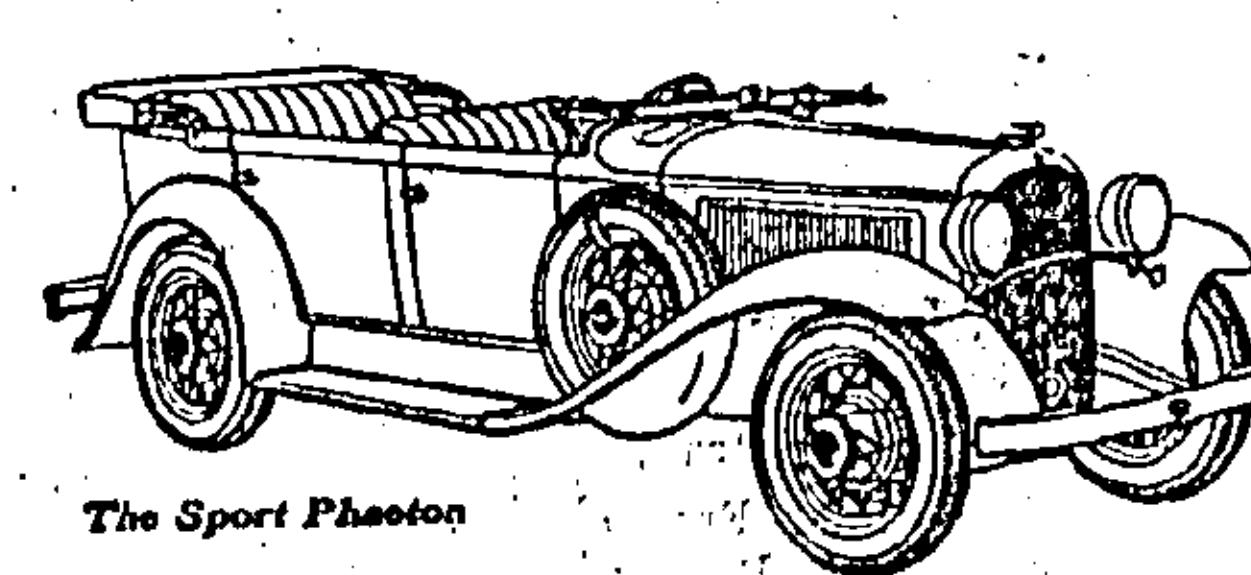
The 2-door Sedan



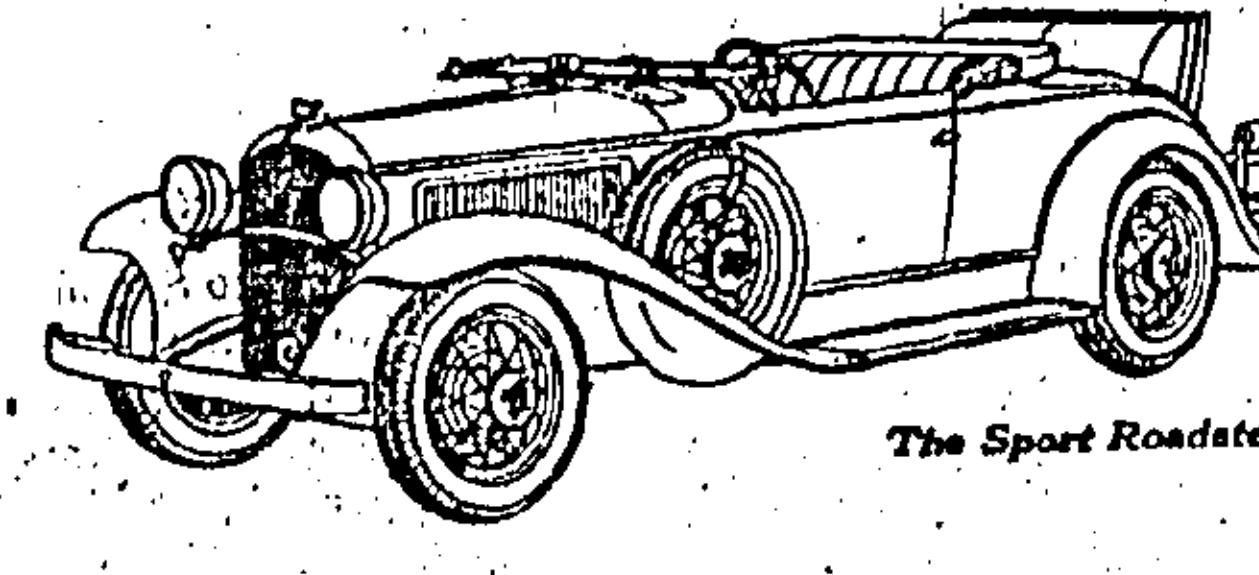
The Coupe



The Coupe (with dickey seat)



The Sport Phaeton



The Sport Roadster

Floating Power—vibrationless, smooth performance—**Free Wheeling**—smooth, easy driving with economy in gas, oil and engine wear—**Easy-Shift Transmission**—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—**56 Horsepower**—65 or more miles per hour and ample power for heavy going—**Hydraulic Brakes**—simplest and unexcelled for safety—**Steel Bodies**—virtually one piece for safety and freedom from rattles and squeaks—**Double-drop Frame**—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilmans & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 60223.

FISK TYRES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

AMERICAN WOMEN.

Starting to Appreciate Car Driving.

Recently, Marjorie Avery, the noted American writer, consulted one thousand women in New York City who owned automobiles or who had cars in the family. Of this number, it was disclosed that only two hundred and ten were accustomed to driving, of whom one hundred and seventy-five enjoyed it and fewer than one hundred drove regularly. These interesting facts are recounted by Miss Avery in her article entitled, "Women Should Drive and Why They Don't," which appeared in the June issue of Michigan Motor News.

Miss Avery reveals that most women prefer not to drive because they do not yet know the ease and comfort with which the present day motor car can be driven. She points to Free-Wheeling as one of the many reasons why women should drive their own cars—a feature recommended for women drivers by Hupmobile when this manufacturer adopted Free-Wheeling on its cars several months ago.

"Outstanding," declares Miss Avery, "is the new feature of Free-Wheeling. It took more than advertisements to convince me that this mechanical improvement was anything in the manner of an innovation for women. But, I find that it is. If you have not driven an automobile in four years you have only a faint idea of the ease with which to-day's new automobile can be driven with pleasure."

"A surprise awaits the unfamiliar motorist who has not enjoyed the ease of Free-Wheeling. The latter two shifts are simple movements of the shift lever. The clash of gears in making these simple shifts is a feature of the past and one which has caused many women to give up their driving career."

Commenting on the many newer features which have brought new driving interest to women motorists, Miss Avery says:

"Steering gears have been revamped to make the 1931 car easy to turn and control. The severe jiggling and jolting to the driver with hands on the wheel has also gone with the passing of the old driving gear." At high speeds, the car of to-day requires only an occasional delicate touch to maintain a straight course. The new cars are lower—both actually and in feeling, still permitting ample headroom, and many of the new models offer a driving seat almost in replica of modernistic lounge chairs. Upholstery is easily cleaned.

"Light controls offer another invitation for a woman to drive. Instrument panel dials are easily observed. The corner posts are smaller, adding to the safety of driving by increasing the vision field at the sides. Brakes require only a slight pressure to bring the new cars to a gentle stop. Likewise the new motors are much easier to start."

This writer concludes by intimating that because of the many features which contribute to comfort and driving ease, many of the women who indicated that they do not enjoy driving, will shortly be operating their own cars.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

In 1930 the production of cars in the U.S.A. was 2,910,187, compared with 4,794,898 in 1929, a decline of 1,884,711.

Experiments are being made in Ceylon with a rubber bitumen emulsion for the construction of roads.



Marjorie Avery, petite Spanish Movie Star, recently was thrilled when she toured Hollywood's Boulevards in a 100-horse power Free-Wheeling Hupmobile Sedan.

"3 IN FRONT" CAR.

Genuine Stream-Lining Made Possible.

Among other well-known manufacturing concerns Riley (Coventry), Ltd., has decided to produce a special model for overseas and to make a determined effort to enlarge its already wide sphere of activities.

As might be expected, the "Nine" is the type chosen to represent the Riley name abroad and in one particular the manufacturers have been fortunate—a special Army car has been in existence for some considerable time; indeed, a great number of these special types have been delivered to the military authorities during the past year or so. The consequence is, of course, that the new overseas model is a thoroughly tested and tried proposition.

Broadly speaking, the chassis is identically the same as the normal product, but it has been dressed-up, as it were, to suit the occasion. In the first place a really large ground clearance has been obtained by employing wheels and tyres of 31-in. by 5.25-in. section, together with a slight rearrangement of breaking controls.

The Springing:

Again, the road springs are much stronger than is considered necessary for use in England, while, in addition, they are "set-up" somewhat—an arrangement which still further increases the ground clearance.

The springing, by the way, is designed to carry four people and their kit across country.

The power unit is unaltered in so far as capacity or general design is concerned, but an air fan is provided in addition to a header tank incorporated in the radiator; these two items, of course, are material considerations in a car which may have to operate in tropical conditions. A specially large fuel tank is installed beneath the bonnet and gives the car a range of action of 240 miles.

Serviceable But Handsome.

The body is planned on "serviceable" although quite handsome lines. It is slightly wider than the normal product and the seats are so arranged that, whilst plenty of leg-room is available in both front and rear compartments, there is a really sensible luggage compartment situated behind the rear squab. Part of this space is taken up by a locker in which the sidescreens are housed.

An interesting point in the general construction of the body is the manner in which a strengthening rail has been fitted between the two centre door pillars; this component serves the purpose of stiffening the whole structure, and at the same time provides a rug rail—an important item in climates where the temperature varies enormously in a few hours.

Very Workmanlike.

As might be expected the windscreen is arranged to open fully; in addition to this, however, a panel in rear of the hood can be opened up, so that whilst the hood gives protection from the glaring rays of a tropical sun the passengers can enjoy a draught of air which passes through the screen and out at the back of the hood.

Altogether a very workmanlike automobile, the price of which is £1,100.

There has been a great deal of talk about the effect of streamlining upon body design.

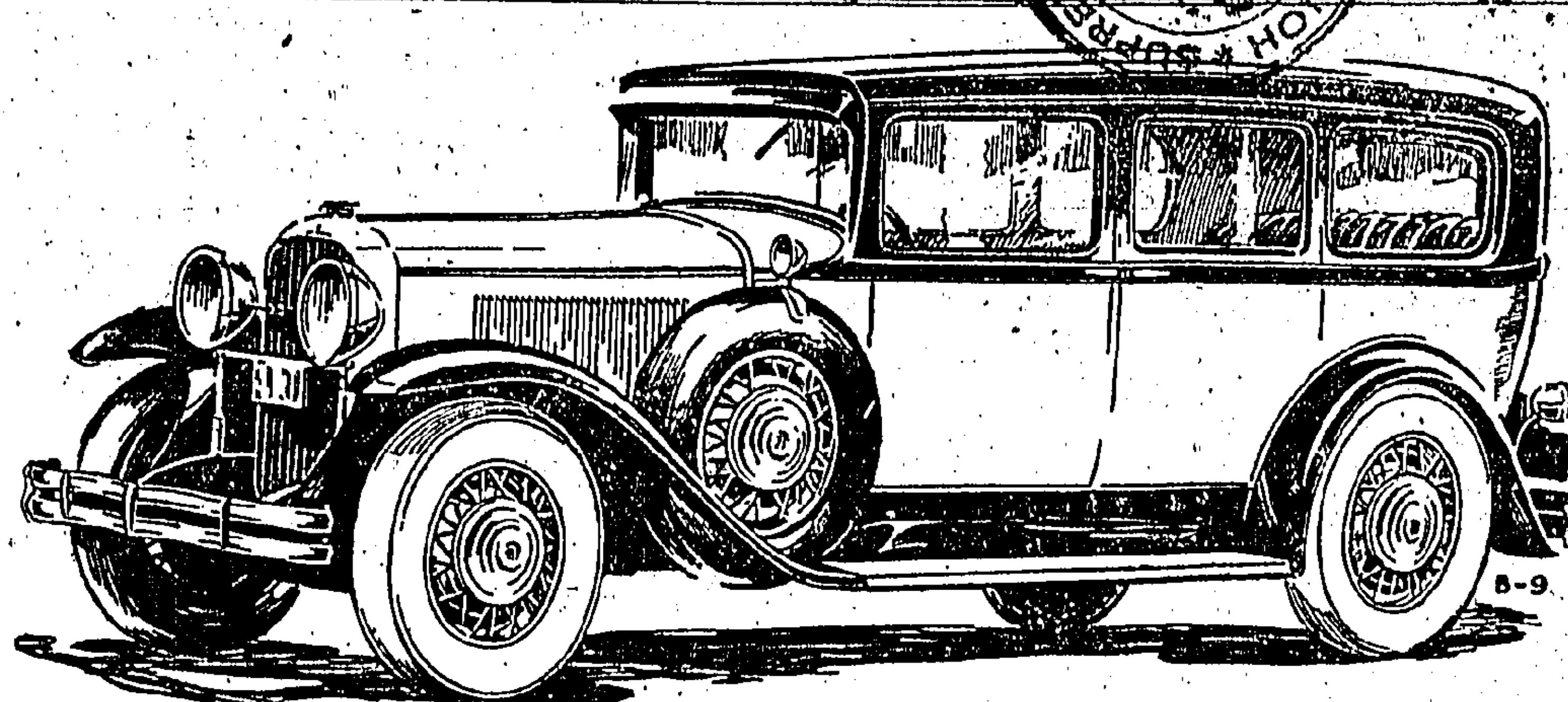
The true "streamline," utilised so much in aircraft practice, is obtained by making the longitudinal section of the body in question rather blunt in the nose, tapering off to a thin trailing edge. With two persons in the front seats and three in the rear seat of a motor-car it is not possible to avoid a wide stern, and there can be no doubt that scope exists for development on quite the opposite lines—three persons in the front seat and two behind.

Apart from the opportunities of smarter and improved appearances, such an arrangement would afford certain practical attractions.

The Advantages.

Every motorist knows that in the front seat one feels the road shock to a lesser degree than at the rear, the reason being that one is nearly half way between the axles, instead of being placed over the rear axle or even outside the wheelbase. Also, one does not experience the same degree of outward lurch in the front seats when a corner is taken at speed as one feels in the rear seats.

A third advantage—and a very real one—is that the front seat is not so draughty. Be it an open car or a saloon with sliding roof, be the hood up or down, the front passengers do not feel those eddies



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models H.K.\$6,955 to H.K.\$7,525
118" Wheelbase Buick Models H.K.\$8,275 to H.K.\$8,775
124" Wheelbase Buick Models H.K.\$9,820 to H.K.\$9,980
132" Wheelbase Buick Models H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33. WONG NEI CHUNG ROAD, HAPPY VALLEY.

The BUICK 8

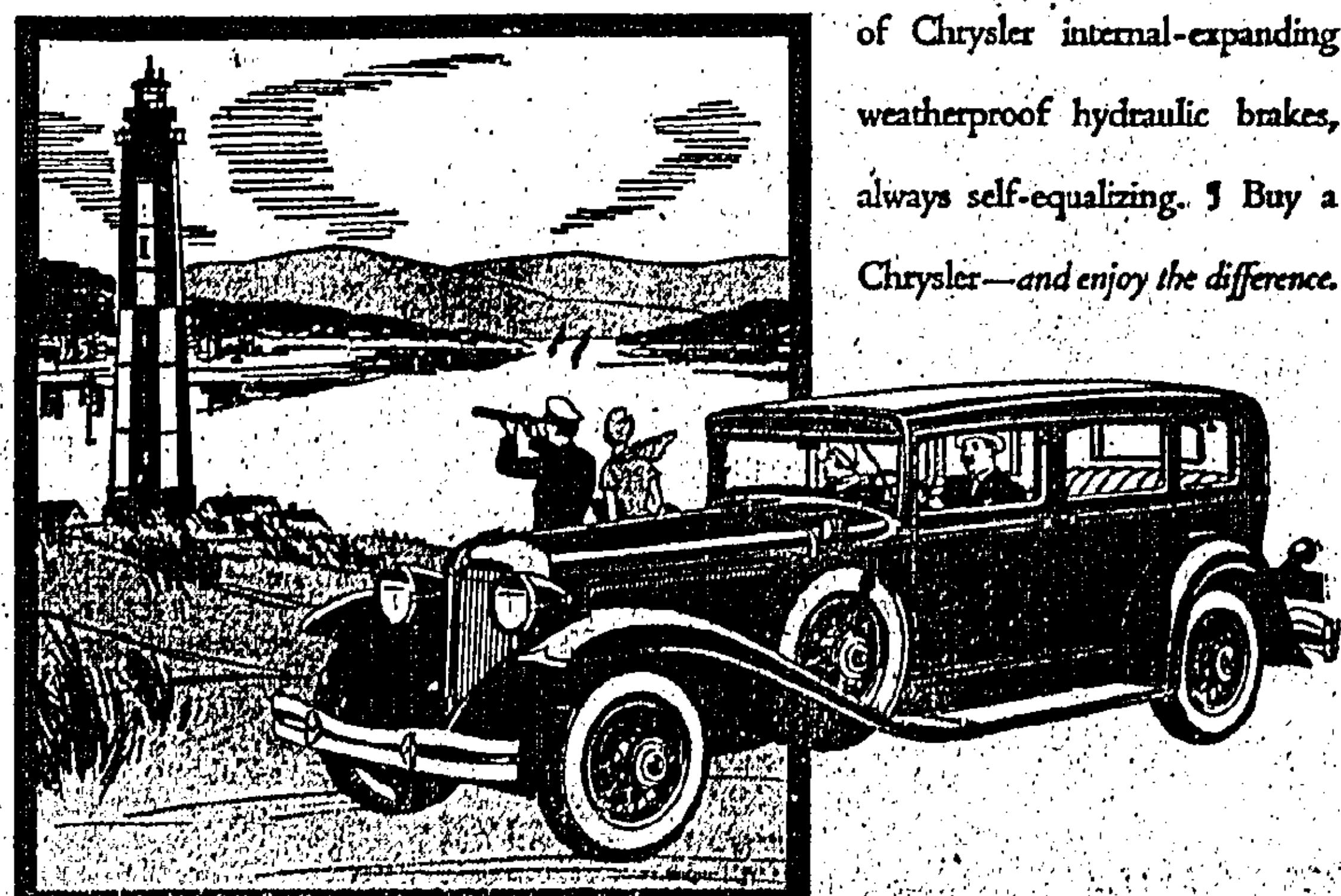
The Eights with Buick's Prestige

CHRYSLER SIX

DIFFERENT PERFORMANCE

Step into a New Chrysler Six and drive a few miles. You'll acquire new views about performance. You'll understand why we say "Drive a Chrysler and enjoy the difference." The Chrysler Six is delightfully different from other sixes. It is more awake, more alive, quicker in response, more flexible in suiting its pace to match your mood. The New Chrysler Six is styled like the smart Chrysler Eight—a fine big Six with a 116-inch wheelbase; a heavy double-drop frame; a 70-horsepower engine and safety bodies of steel. And the Chrysler Six at all speeds, gives you a fine sense of security, a feeling of perfect control—due to the quick, sure action

of Chrysler internal-expanding weatherproof hydraulic brakes, always self-equalizing. Buy a Chrysler—and enjoy the difference.



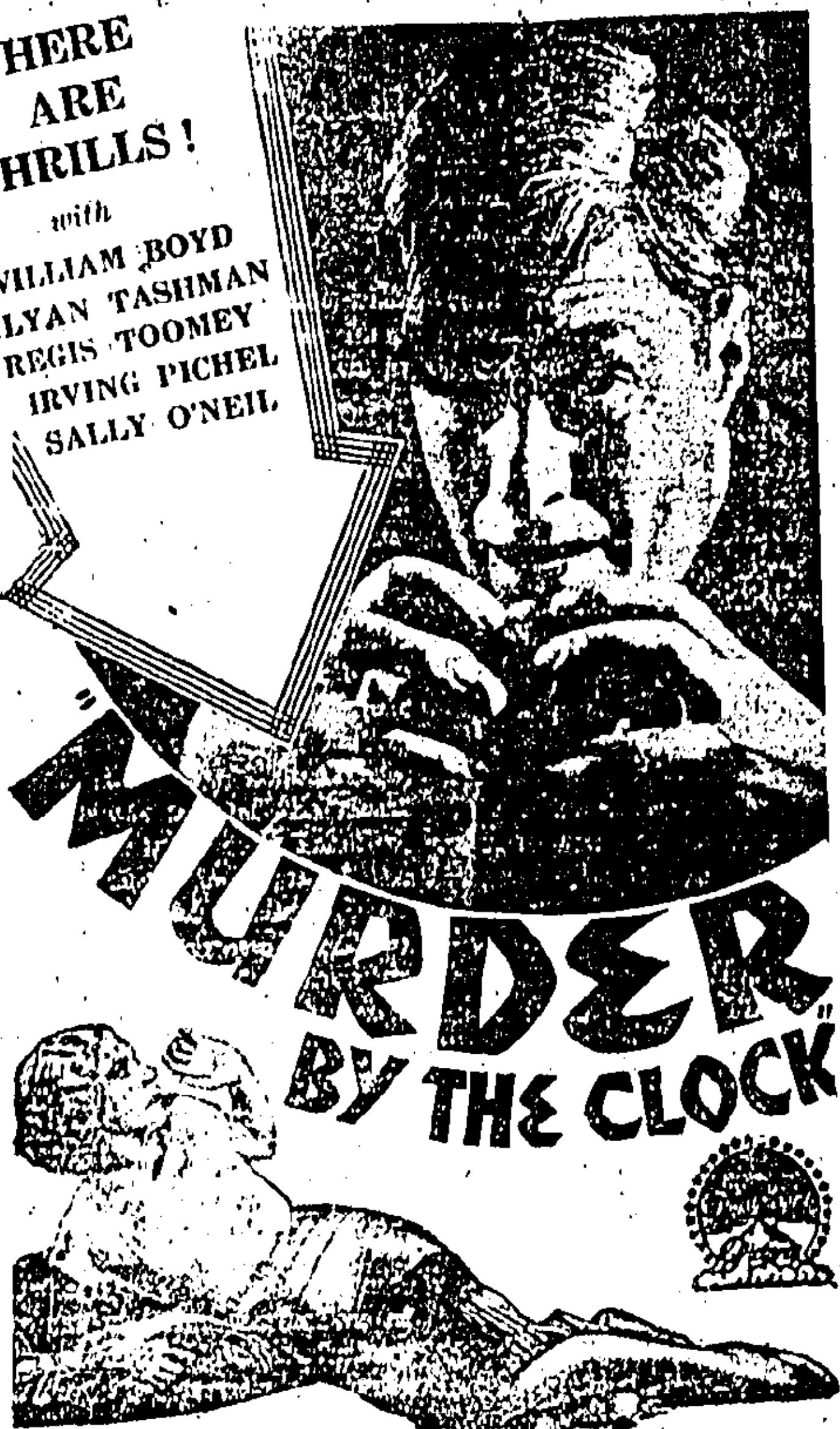
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HONG KONG'S FINEST CINEMA

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SALLY O'NEILNEXT CHANGE
COMMENCING SUNDAY, 4th OCTOBER.

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WATCH THIS SPACE FOR MENU ANNOUNCEMENTS.

CURRENT SPORTING GOSSIP

WREXHAM GAIN
SEVEN PLACES.

Welcome Away Win at Chester.

EXETER CITY WIN.

London, Yesterday.
The following were the results of the two League matches played to-day:

Third Division (South).

Exeter C. 3 Brighton 1

Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Brentford	8	6	1	1	15	8	13
Southend U.	8	5	3	0	15	6	13
Fulham	8	0	2	2	29	14	12
Bournemouth	8	5	2	1	20	11	12
Watford	8	5	1	2	28	20	11
Crystal Pal.	8	4	2	2	20	14	10
Luton T.	9	5	0	4	14	11	9
Exeter C.	9	4	1	4	15	10	9
Brighton	9	3	3	3	10	13	8
Cardiff C.	8	3	2	3	16	11	8
Norwich C.	8	3	2	3	12	9	7
Reading	8	3	2	3	11	15	8
Northampton	9	3	2	4	10	10	8
Coventry C.	8	3	1	4	16	20	7
Clapton O.	8	3	1	4	13	13	7
Bristol R.	8	2	3	3	14	14	7
Manufield T.	8	2	3	3	13	23	7
Queen's P.R.	8	1	4	3	11	9	6
Swindon	8	2	0	6	14	18	4
Torquay U.	8	1	2	5	13	32	4
Thames	8	1	2	5	7	12	4
Gillingham	8	1	1	6	4	18	3

Third Division (North).

Chester 2 Wrexham 5

Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Lincoln C.	8	7	0	1	23	10	14
Southport	9	6	1	2	15	10	13
Gateshead	8	5	1	2	21	9	11
Wrexham	9	4	3	2	20	14	11
Temmer R.	8	5	0	3	24	8	10
Hull C.	8	5	0	3	16	9	10
Crewe A.	8	5	0	3	15	11	10
Barrow	8	5	0	3	13	11	10
York C.	8	5	0	3	13	16	10
Hartlepool	9	3	4	2	17	22	10
Aerington S.	8	4	1	3	18	21	9
Halifax	8	4	1	3	9	7	9
Darlington	8	3	1	4	16	14	7
Chester	9	2	4	3	17	18	7
Doncaster R.	8	3	1	4	14	20	7
Carlisle U.	8	2	2	4	17	18	6
Rosick C.	8	2	1	4	9	19	5
Bethersham	8	2	1	5	15	18	5
Walsall	8	2	1	5	11	16	5
Stockport	8	1	2	6	0	9	4
Wigan Boro	8	1	1	6	7	22	3
N. Brighton	8	0	1	7	4	21	1

Goals.

P.	W.	D.	L.	F.	A.	Pts.	
Lincoln C.	8	7	0	1	23	10	14
Southport	9	6	1	2	15	10	13
Gateshead	8	5	1	2	21	9	11
Wrexham	9	4	3	2	20	14	11
Temmer R.	8	5	0	3	24	8	10
Hull C.	8	5	0	3	16	9	10
Crewe A.	8	5	0	3	15	11	10
Barrow	8	5	0	3	13	11	10
York C.	8	5	0	3	13	16	10
Hartlepool	9	3	4	2	17	22	10
Aerington S.	8	4	1	3	18	21	9
Halifax	8	4	1	3	9	7	9
Darlington	8	3	1	4	16	14	7
Chester	9	2	4	3	17	18	7
Doncaster R.	8	3	1	4	14	20	7
Carlisle U.	8	2	2	4	17	18	6
Rosick C.	8	2	1	4	9	19	5
Bethersham	8	2	1	5	15	18	5
Walsall	8	2	1	5	11	16	5
Stockport	8	1	2	6	0	9	4
Wigan Boro	8	1	1	6	7	22	3
N. Brighton	8	0	1	7	4	21	1

Reuter.

ENTRIES FOR V.R.C.
AQUATICS.

Five Championships to Be Decided.

The following entries have been received for the Swimming Championships to be held at the V.R.C. on Saturday night:

100 Yards Free Style: S. V. Gittins, W. Lawrence, E. B. da Roza, Chan Ki-chung, and R. W. Avery.

100 Yards Breast Stroke: W. Foraita, H. M. Remedios, C. M. da Silva, M. M. de V. Soares, Yeung Yuen-wah, Kwok Chanh, and Wong Ki-chau.

Heats for the events will be swum off at the V.R.C. to-morrow evening at 6 p.m.

The following entries have been received for the other events:

100 Yards Back Stroke: L. Roza Pereira, and Leung Sui-man.

50 Yards Ladies' Free Style: Miss Enn Allen, Miss Doris Hunt, Mrs. J. MacMahon, and Miss S. Dalziel.

Diving Championship: Ed. da Roza, L. Roza Pereira, E. U. S. Alves, and C. Figueiredo.

INTERPORT BOWLS
PRACTICE.

First Rink to Play Outside Quartette.

A practice game has been arranged for Saturday afternoon between the Lawn Bowls Interport rink which is to meet Shanghai in the first official match, and an outside quartette. The game is to be played on the Kowloon Bowling Green Club's green, where the Northerners will be engaged on October 10. In the opening match of the series.

The Interport quartette for this match is G. Puncheon, A. M. Holland, J. Fraser and F. Cullen and they will be opposed to a strong outside rink, including most probably, R. Bass and J. C. Brown, the two reserves for the local rink.

FOOTBALL SEASON'S
OPENING.Amended Fixture List
Published.

TEN MATCHES.

The following is an amended list of fixtures for the official opening of the football season on Saturday:

Division I.

[Kick-off at 4.30 p.m.]

Borderers v. Police at Sookunpoo.

Referee: Mr. Darlington.

Royal Navy v. Recreio at King's Park.

Referee: Bdr. Brown.

Argylls v. Kowloon at Chatham Road.

Referee: Mr. Allen.

St. Joseph's v. Club on Club ground.

Referee: Sgt. Caswell.

Borderers v. 12th Heavy Battery R.A. at Sookunpoo.

Referee: Mr. Pooley.

Division II.

[Kick-off at 3 p.m.]

University v. Royal Navy on Club ground.

Referee: Sgt. Parker.

Kowloon v. Club at the K.F.C.

Referee: Gnr. Trice.

Argylls v. R.A.O.C. at Chatham Road.

Lincoln Bennett
Hats



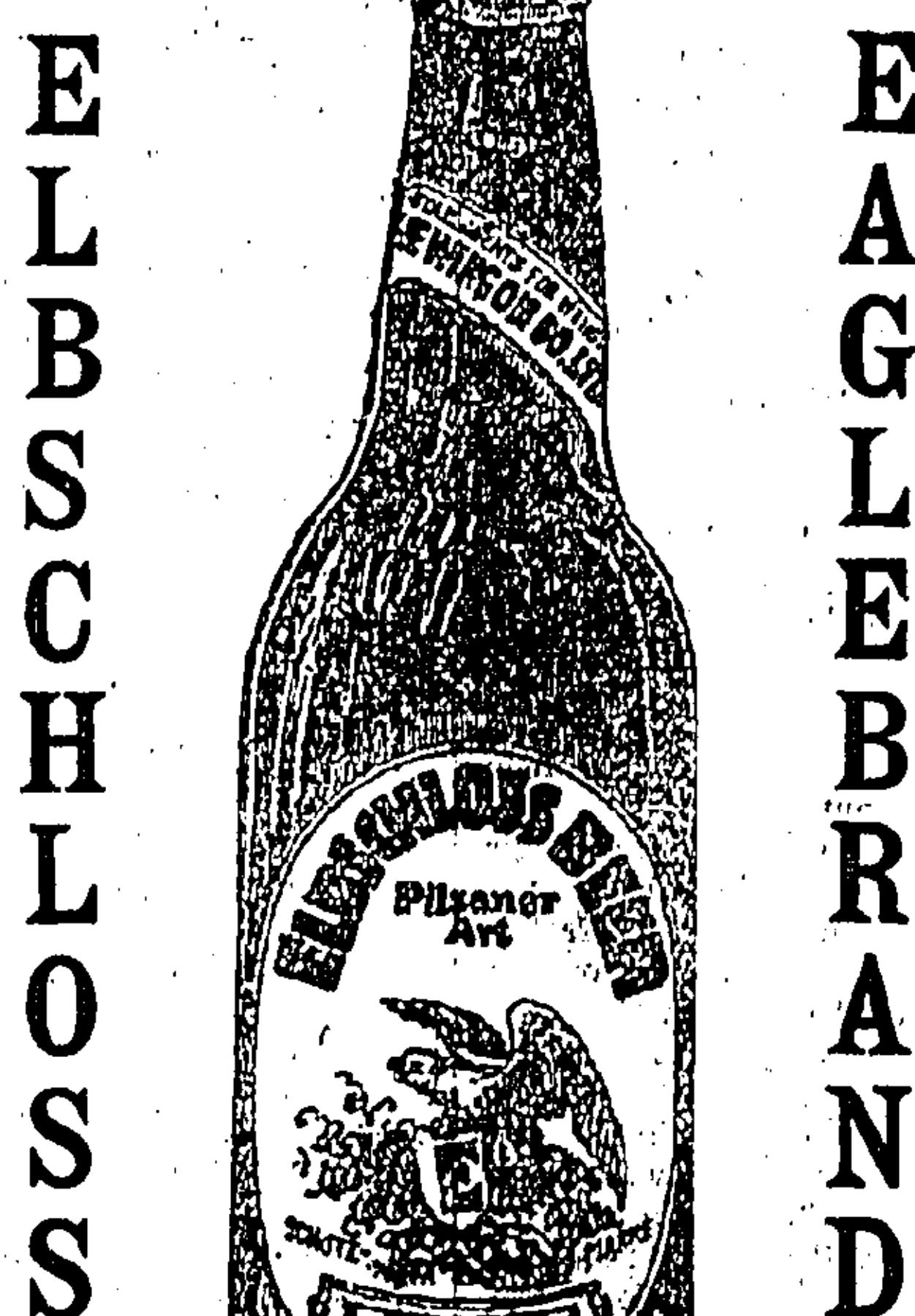
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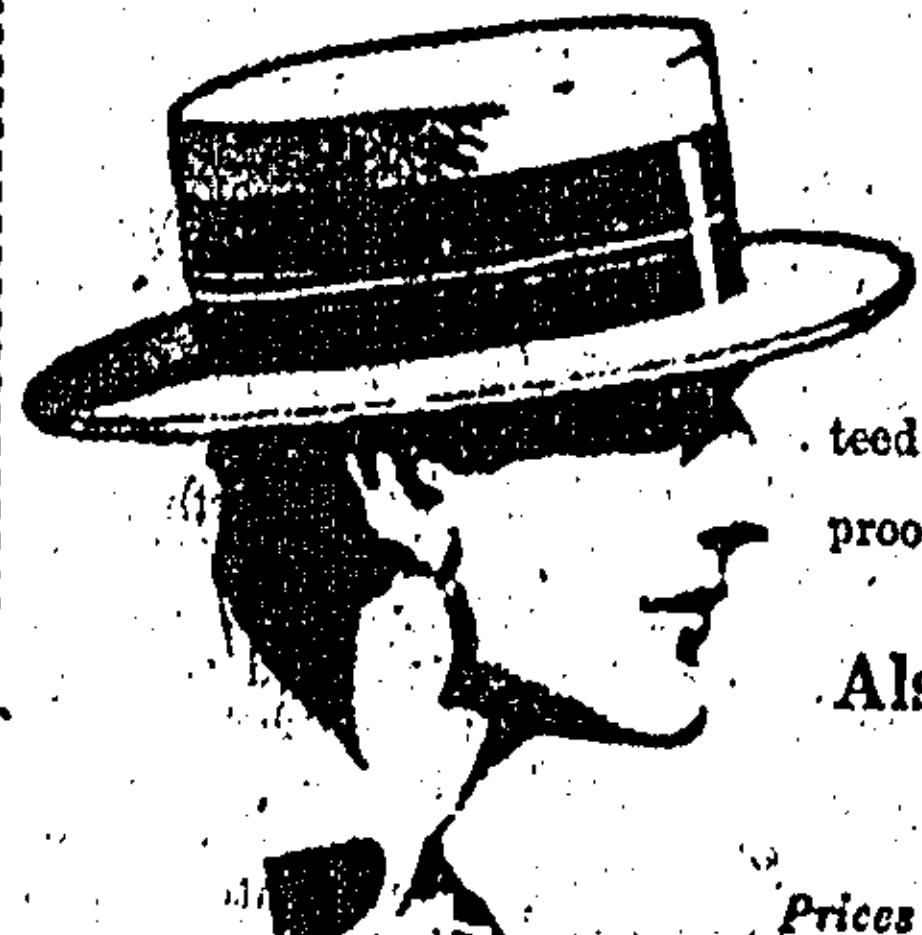
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ONE-SPIN STYLE

OF DRIVING

Cutting Out the Slice.

By ARCHIE COMPSTON.

The feature of the American style is the elimination of the slice. Over here a golfer of experience, when he is faced with a difficult shot, adapts his swing so as to avoid the risk of getting out of line on the side on which the danger lies. If he has an out-of-bounds area or a stretch of tiger country on his left, he tries to swing in such a way that if there is any error it will be in the direction of a slice and not of a hook. If the trouble is on the right, he plays for a slight draw in order to avoid the punishment that would be visited on a slice.

The Americans, following out their idea of making the game as simple as possible for themselves, have adopted the plan of playing with one spin only—the spin that swings the ball from right to left. The club is taken back with the face kept shut, and brought back on to the ball from inside to out. The common way of talking about this swing is to say that they play all the time for a bit of hook, but that is not really correct. It would be truer to say that they have adopted a swing that makes slicing impossible, and guard against too much hook by taking care to open the face of the club as it is brought back on to the ball.

The First Step.

They are not "playing for a hook"; they are trying to keep the ball straight. But the first step in this direction is to eliminate all chance of getting off the line on the right. A slice loses distance as well as direction, and, therefore, they cut it out first. But they do not want to be continually getting out of line on the left, either. The method of taking the club back with the face shut makes slicing almost impossible. All you have to guard against is a hook. And if you can keep before you the "mind presentation" of hitting with the heel of the left hand, delaying the climb-over of the right hand till the last possible moment, you cannot hook. You make sure, therefore, of not being much off the line either way.

AMUSING TENNIS INCIDENT.

Lost the Match But Won the Fight.

TEMPERAMENTAL GAME.

Why is it that lawn tennis often brings out the worst in people? Is it because it is a social rather than a sporting game?

Here is a true story of a fight between women opponents. It happened at a tournament in the South of England.

Two local women were drawn against each other in the open singles. They belonged to the same club, but would never play together because they were jealous rivals in skill.

Feeling ran high. The followers of the respective players sat on opposite sides of the court and glared across.

A club official undertook the duty of upholding the match.

For a time it was level pegging, and neither side could quibble at the decisions of the umpire, who gave them "in" or "out" in prompt style.

Gradually one of the players drew ahead and the other began to lose her temper. Then both lost their tempers.

The poor umpire found it trying to keep the peace, but with peremptory orders he got the match finished.

Several times he had to get off his seat as he thought they were coming to blows.

While the umpire was recording the result at the committee's table he heard an uproar accompanied by a piercing shriek in the women's dressing-room.

He rushed in just in time to see the loser of the match knock out the winner with a well-delivered upper cut.

There is no doubt in my mind that this idea of eliminating one spin, and only leaving the other to guard against, makes the game a lot easier. Vardon had it, but with his upright swing he came in from the other side. With the old gutta ball the difficulty was to get the ball up, and the biggest danger was the hook, which tended to founder the shot as well as to take it off the line. So Vardon's swing was designed to eliminate any chance of a hook, and then he used the climb-over of the wrists to guard against a slice.

Two Threes.

From what I am told, I think the late Mr. Jack Graham must have been another example of this idea. It is one of the most amazing coincidences in golf that just as the three greatest professionals that British golf has produced, Vardon, Taylor and Braithwaite, should have been contemporaries, constantly playing against one another in matches and tournaments, our three greatest amateurs should have been members of the same club and at the height of their fame, together, writes Archie Compston in *The Evening Standard*. The portraits of the three of them hang on the stairway of the Royal Liverpool club-house at Hoylake—John Ball, winner of eight amateur championships and the first amateur to win the open; Harold Hilton, winner of four British amateur titles and two opens, and Jack Graham. Graham suffered from a "semi-final 'hoo-doo'" in the amateur championship, but there was a time when he used to finish first amateur on the open year after year.

I never saw Mr. Graham play, but I have heard a lot about his style from Harold Hilton. I understand he was a two-handed gripper of the club standing with his right foot very far advanced and taking his club back high over his head instead of over his shoulders, in what the funny people of the last generation called the "headsmen" style. With a swing like that it was impossible to hook, but he guarded against a slice and kept the ball straight by the tremendous climb-over of the wrists at the moment of striking—so much so that in spite of his upright swing and open stance, he used to get a slight right to left curve in his drives that took the ball a long way.

RUGBY LEAGUE RESULTS.

Leeds Register Cricket Score.

HALIFAX EASILY WIN.

London, Sept. 14. Under Rugby League rules today, Leeds beat Bradford by 76 points to 18.

London, Sept. 10. St. Helens beat Barrow by 9 points to 0 on the latter's ground.

London, Sept. 9. Warrington beat Wigan by 12 points to 8 to-day.

London, Sept. 12. The following are the results of matches played to-day:

Batley	17	Dewsbury	6
Bradford	7	St. Helens R.	16
Bramley	12	York	27
Broughton	2	Salford	14
Castleford	5	Hull K. R.	15
Halifax	47	Rochdale	5
Hull	15	Featherstone	8
Hunslet	30	Huddersfield	5
Kelvinside	4	Leeds	40
Leigh	9	Widnes	11
St. Helens	14	Wigan H.	10
Wakefield	33	Barrow	9
Warrington	21	Oldham	12
Wigan	7	Swinton	7

CAMPOLI TAKES PUNISHMENT.

Large Crowd Jeers Invader.

Brooklyn, N.Y., Aug. 31.

Ernie Schaaf, a contender for heavyweight championship honours, to-night knocked out Vittorio Campoli, the heavyweight champion of Argentina, in the seventh round.

He rushed in just in time to see the loser of the match knock out the winner with a well-delivered upper cut.

GOLF AFFECTED BY DEPRESSION.

Waiting Lists Have Now Gone.

NORTH SEVERELY HIT.

One effect of the economic pressure which has descended upon so many people has been to render admission to golf clubs much easier than it used to be.

Some of the more famous clubs whose committees still scrutinise applications for membership, in accordance with their old ideals are now below full strength for the first time.

Particularly have those in the north of England been severely hit. One that formerly had a long waiting list has fallen 150 under its established limit. Another of even greater renown has fared nearly as badly. At any rate, its waiting list, of many years' standing has disappeared and approved candidates can be elected to immediate membership.

Both these clubs have had their courses selected for British championships, writes R. Endersby Howard in *The Daily Mail*. They are waiting doggedly for the return of better times in the belief that they have reached just about the end of the resignations. They have the assurance among the members who remain that they will be able to preserve their standards and traditions.

Some of the leading clubs in the south have begun similarly to feel the pinch.

One to which it was almost impossible to obtain election has absorbed its waiting lists completely and is dealing with applications for membership as they arise.

Another in which candidates had to be approved by the proprietor of the land as well as by the committee has been found surprisingly easy of access by a new community.

The Popular Touch.

Many of the lesser-known clubs are thriving exceedingly with a following that alters more and more every month.

One that I know within 15 miles of London is a typical example. It is in a crowded golfing area where about a dozen courses are to be found within a small radius, but its membership of 500 is full to overflowing.

A lot of the old members have left through financial exigencies, but the club has been thrown virtually open to the inhabitants of the big suburb (indeed, it is a residential town) a mile away. They have joined in legions.

Many of them play golf, more or less, but many of them seem to find sufficient satisfaction in the fact that they belong to the golf club, which they can use as a centre of social amenity. It is a penny ride in the omnibus from the town to the club-house door. In this way golf is making up on the roundabouts what it is losing on the swings.

In Scotland, where it is cheap, it is the impregnable national pastime, apart from football, and it is increasing in Ireland.

Mr. Alan B. Kidd, hon. secretary of the Golfing Union of Ireland, told me a few days ago that the census which they take annually among their clubs shows that the number of playing members has risen by 3,000 a year during the past two years.

One sidelight on the financial stringency is provided by the people who carry their own clubs.

The professionals to a popular club just outside London told me recently: "A year or two ago our members would go away without playing if they found that no caddies were available. Nowadays many of them do not ask for caddies."

thing like a knock-out blow. Campoli's legs merely weakened as the referee sought to break up a clinch. He simply dropped to his knees in the seventh round of the fight and made no attempt to rise.

A large crowd jeered the invader, who had given much promise when he first came to the United States from the Argentine.

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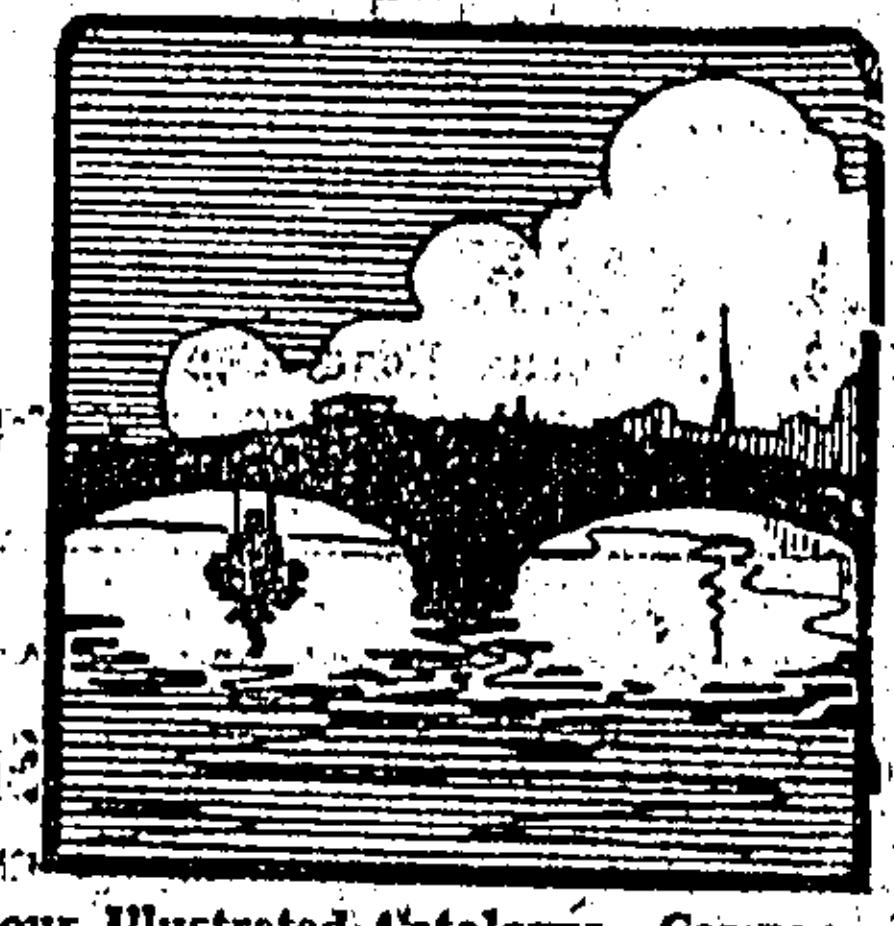
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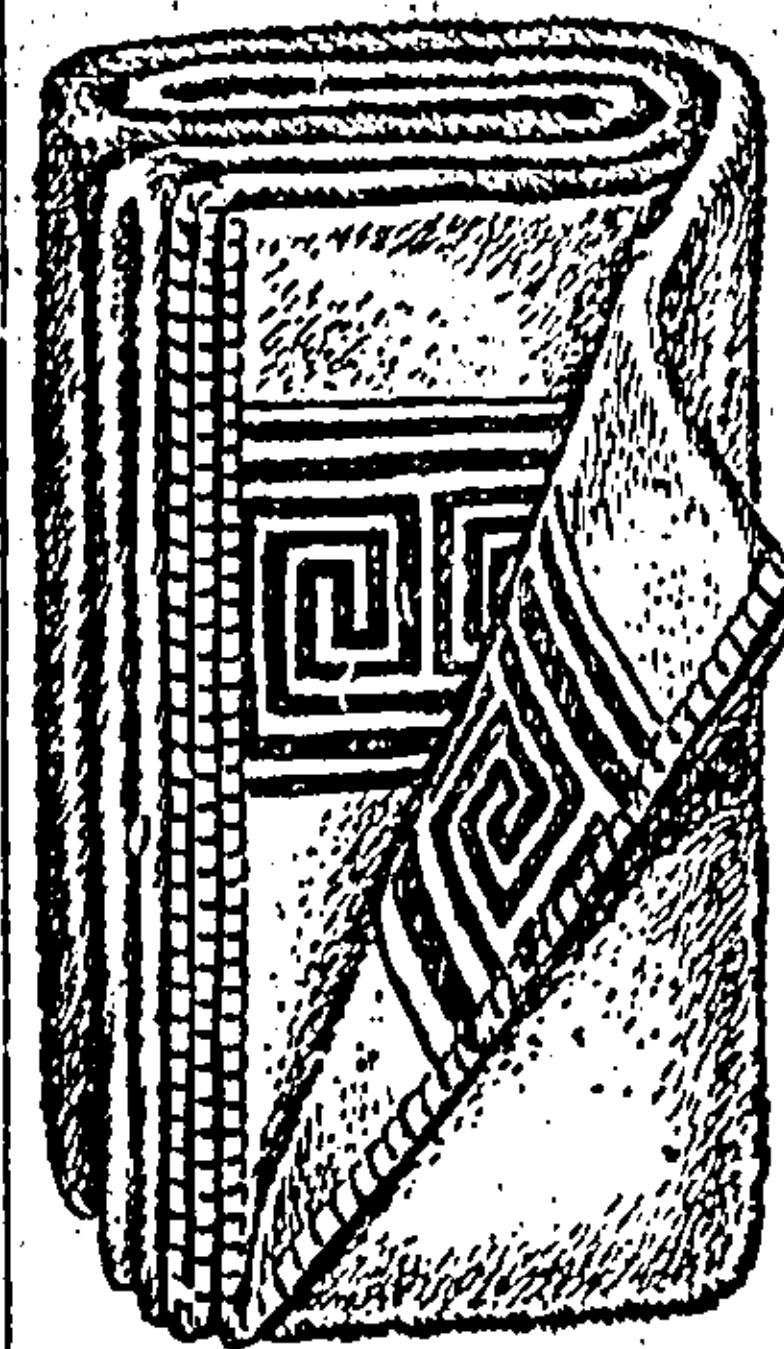
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The China Mail

Hong Kong, Thursday, October 1, 1931.

Public Money.

After all the talk about applying the economic axe, retrenching in every conceivable direction, it may surprise critics of the Government to find that the cost of our public services for 1932 is estimated at \$3,276,452 more than for the current year. True

is it that great losses on exchange have been suffered during the present year, and not even the Government is able to forecast the course of the dollar throughout the whole of 1932. The Government, moreover, is committed to due fulfilment of its policy in respect of Civil Servants' salaries. Under this heading it has no alternative but to take a long view of the situation. Until we have before us the Estimates in full and not the skeleton just compiled, it is naturally impossible to ascertain rates and taxes and other imposts.

The peculiar levity with which natural scenery is regarded by a large number of modern goes to the mountains, not to fast, but to feast, and leaves their glaciaries covered with chicken bones and egg shells."

"We are at first dull, and seek for wild and lonely places because we have no heart for the garden; presently we recover our spirits, and build an assembly-room among the mountains, because we have no reverence for the desert."

"It is only the dull, the uneducated, or the worldly whom it is painful to meet on the hillsides; and levity, as a ruling character, cannot be ascribed to the whole nation, but only to its holiday-making apprentices and its House of Commons."

The above reflections of the happy highbrow were written seventy-five years ago by one John Ruskin.

* * *

The Brick Convivial.

With the tea-brick travellers in the remotest parts of the Far East have long been familiar. It has a venerable history as form of currency along the old caravan routes. But it has remained for twentieth-century America to evolve the wine-brick, and to create thereby something of a legal problem. This remarkable commodity is a product of the vine growers of the West, who in these days of Prohibition have, as compared with 1931, occur in only seven. Of those revealing increases, it may be taken for granted that a very critical examination of the detailed Estimates will be necessary in respect of some of them. At the moment little or nothing can be gained by anticipating either these detailed Estimates or the Government spokesman when introducing the Budget in the Legislative Council. "Needs must when the devil drives" is an axiom applicable to Governments as well as to individuals in times of financial strain; even so, that other hoary-headed saw about cutting your cloth according to your material need not be forgotten entirely.

The greatest concern of the community, hit as it has been in numerous ways, will be the off-

be-bluffed into swallowing a recipe wrapped up as a warning. They have impounded the stock of bricks in the city and referred the matter to the courts. It is difficult to imagine the spirit of Bacchus exuding from a brick, or instructions to the butler to chop six ounces off the Chablis or soak a pound of Sauterne. In any case it is a little hard to add to the existing difficulties of the Prohibition officials. Statistics just published for Pennsylvania and New Jersey show that these two States alone seized over two million gallons last year of various sorts of prohibited liquor. In the midst of this illicit flood a cartload or two of bricks seems but a small matter.—Manchester Guardian.

News in Brief.

Admitted to the Kwong Wah Hospital yesterday suffering from injuries caused by accidentally falling down the staircase of 296, Laichikok Road, Kong Ning, (28), married woman, of 333 Tai Nan Street, died seven hours later.

Mr. E. Stule, Chief Officer of the B. & S. ship Tean, lying at the Taikoo Dockyard, has reported that yesterday the ship's cook, Ho Tse-kuai, (57), accidentally fell into the harbour from a plank near the port cargo door, and was not seen again.

The case in which two Chinese women and a man were charged with keeping an unregistered temple at 387, Hennessy Road and with conspiracy to defraud a "client" ended before Mr. Williams at the Central Magistracy yesterday, when all accused were discharged.

Before a meeting of the University Arts Association yesterday afternoon, at the University Assembly Hall, Mr. C. E. R. Clarabut, B.A., gave an interesting lecture on Samuel Pepys. A large gathering was presided over by Mr. Cheung King-pak, whilst among those present were Mr. Kwok Sui-lau, Hon. Vice-President of the Association, and Professor R.K.M. Simpson, M.C., M.A.

From Other Pens.

Kind Thoughts From Ruskin.—"Our modern society in general goes to the mountains, not to fast, but to feast, and leaves their glaciaries covered with chicken bones and egg shells."

Col. and Mrs. Lindbergh spent the night at Wuhu, and arrived at Hankow by air yesterday afternoon.—Reuter.

Vice-Minister Frank Lee has been instructed to carry on the duties of the appointment from which Dr. C. T. Wang has been obliged to resign.

The forthcoming marriage is announced of Mario Francisco de Plina, of 21, Jordon Road, Kowloon, and Agnes Marie Barnes, of 3, Ormsby Villas, Granville Road, Kowloon.

Mr. Brodie Clarke — known familiarly and affectionately as the "Grand Old Man of Shanghai" — is dead. He was 78 years old, and had spent 65 years of his life in Shanghai.—Reuter.

Lady May Cambridge, daughter of the Earl of Athlone and Princess Alice, Countess of Athlone, is to be married on October 15 to Capt. H. Abel Smith, of the Royal Horse Guards. Lady May is a niece of the Queen.

* * *

CLOGGED WHEELS OF TRADE.

Mr. Reginald F. Mason, chairman and managing director, Frank Mason & Co., Ltd., at the fourth annual general meeting of the company held on July 31 said, in the course of his address to shareholders, that it was beyond him to foretell whether trade would improve during the coming year. Taxation was a crushing item on all business, but that could not be lessened until the machinery of world trade started moving again.

Over-production had clogged the wheels, and some vital spark was needed to set the wheels in motion. Once one started, the rest would move. Reparations, disarmaments, the Hoover Plan, budget balancing, all seemed a long way removed from their own little niches in the business world, but it was only from the satisfactory adjustment of such big matters that business confidence and hope in the future could come.

It needed such confidence and hope to launch out into big advertising schemes, and that was where their company came in.

**DISMISSED CASE
RE-OPENED.**

(Central Police Court).

Under an amendment to the Magistrates' Ordinance of 1928, a case, which had been dismissed on September 9, was re-opened this morning and heard by Mr. Schofield.

It concerned Leung Wing-yuen, agent for the owner of 343 Queen's Road Central, who had been summoned for carrying out work without the approval of the Building Authority.

Mr. Whyte-Smith (Assistant Crown Solicitor) appeared for the prosecution, while defendant, was represented by Mr. Lo.

At the previous hearing of the case Mr. Lo had submitted that it was wrong to have summoned defendant as agent for the owner, as he was not liable for the owner on a criminal charge. Also there was no evidence that defendant had signed the schedule (K) giving permission for work to be commenced at the building in question.

At the re-opening to-day Mr. Whyte-Smith said he understood that his Worship was satisfied on the other points in the case, apart from the question of the giving notice of 28 days by the Building Authority.

His Worship remarked that the defence had further raised the point that the prosecution had failed to prove their case by not putting in the original certificate accompanying the plan.

Mr. Lo, after mentioning points in the Interpretation Ordinance, and remarking that his Worship had decided to re-open the case on his own motion and not on the application of the prosecution, said the defence urged that his Worship's original decision for dismissal of the case was sound. Before his Worship there was no evidence to show that Leung Wing-yuen was the agent or the man who signed the certificate. Therefore, the case, he submitted, must fall to the ground.

Mr. Whyte-Smith said that it was never argued that the service of the Building Authority's notice was never given. He submitted that his Worship was entitled to re-open the case in any way. The evidence of the serving of schedule (K) and approval of plans was accepted verbally, and Counsel submitted, the evidence was quite valid. It would not make any material difference to the case if the documents were put in now.

Mr. Whyte-Smith said that it was never argued that the service of the Building Authority's notice was never given. He submitted that his Worship was entitled to re-open the case in any way. The evidence of the serving of schedule (K) and approval of plans was accepted verbally, the evidence was quite valid.

Mr. Whyte-Smith — It would just like to repeat and emphasise the fact that schedule (K) was proved, and I believe that evidence was given by Mr. Best, with regard to notices being served. Your Worship accepted that evidence. There is nothing particularly sacred about this particular document. My submission is that we had proved our case. We might have proved the case better if we had put in this document.

Mr. Lo argued that the Magistrate would not order the case to be re-opened in order to perfect an imperfection on the part of the prosecution. Schedule (K) was an essential part of the evidence.

Mr. Whyte-Smith — It would just like to repeat and emphasise the fact that schedule (K) was proved, and I believe that evidence was given by Mr. Best, with regard to notices being served. Your Worship accepted that evidence. There is nothing particularly sacred about this particular document. My submission is that we had proved our case. We might have proved the case better if we had put in this document.

Mr. Whyte-Smith — That the Magistrate's notes were not verbatim.

Mr. Lo — That is the evidence we can go by, even in the Court of Appeal.

Continuing, Mr. Whyte-Smith said that the document could not be adhered to rigidly, because Mr. Lo might ask him to prove the signature of the defendant. He was not there to bolster up the case. Was it feasible that Mr. Lo's client had said that he was not the man who should have been summoned? — There was no suggestion of that.

Mr. Lo — remarked that there was no question of the wrong man being summoned, but he (Mr. Lo) was only pointing out to Crown counsel existing deficiencies in the case.

Mr. Whyte-Smith — Facing Pedder Street conspicuously, is a large board with large letters, saying to the motoring community: "Be sure you get Shell."

Some wag has painted out the initial letter this week-end. If his identity is discovered he will probably get something more than applause.

never tried to impugn the validity of the summons.

Mr. Lo pointed out that it had nothing to do with any persons.

Giving his decision, Mr. Schofield said that he considered that the prosecution could not put in schedule (K) as evidence at this stage, and so the case must fall to the ground. Defendant, would accordingly, be discharged.

His Worship then went on to say that there was the question of delay in approving or disapproving the plan at the Building Offices, and said he understood that that was due to pressure of work.

Counsel understood from Mr. J. H. Bottomley, of the P.W.D., that plans submitted were not dealt with in strict rotation, but they would be dealt with quickly if the matter were urgent.

PENALTY £5.

**Some Communication
Cord Stories.**

The other day a well-known actor, travelling by train to do a scene in a talkie, lost his hat from the carriage window. He promptly obeyed that impulse which many of us have had at some time or another, and pulled the communication cord.

Many other people have been unable to withstand the lure of the red chain, and for trivial reasons have brought trains to a standstill — and paid the penalty.

Two undergraduates travelling back to London after a Devon holiday, took dinner on the train and were disappointed that the chef was unable to provide mint sauce with their roast lamb. As the train drew into Bath, one of the young men pulled the communication cord. To the guard who came hurrying up, he gave a polite request that some mint sauce should be brought from the station refreshment room for the use of diners on the train! His sauce cost him £5.

On one occasion a girl pulled the cord as a train was passing a station because she wanted to wire to her bank stopping payment of a certain cheque.

In the North of England a story is told of a train which was stopped in a very outlandish spot and a girl in riding breeches jumped out and climbed the fence on the railway siding. She ran across a field and was met by a man on horseback. The two then galloped away, to the amazement of the people on the train who had apparently witnessed a carefully pre-arranged elopement!

In Disguise.

A man once stopped an early-morning "local," leaped out, and retrieved some small object from the permanent way. The guard found that the man had been looking out of the window when he sneezed violently and his false teeth dropped out.

One of the queerest of these cases was when, in answer to a frantic tugging of the chain, a train slowed up and a smartly-dressed young woman fell out on to the track. Her hat rolled off, and the guard saw that "she" was a man. He promptly made investigations and discovered that the fellow was a card-sharper attempting to escape in disguise from some of his angry victims.

To-day's Thought.

It is generally the little misunderstandings that make the big differences.

Ten Years Ago.

(From the "China Mail" of October 1, 1921.)

To-day's dollar is worth 2/11½.

Facing Pedder Street conspicuously, is a large board with large letters, saying to the motoring community: "Be sure you get Shell."

Some wag has painted out the initial letter this week-end. If his identity is discovered he will probably get something more than applause.

LEA & PERRINS' SAUCE
For every course except the sweets.

ON THE MODERN NEWSPAPER

Especially on That Coupon Cross-Word.

LOTTERY CIRCULATIONS.

A Few Cross Words By E. V. Knox.

Nobody has yet printed a newspaper which one can eat, or even a newspaper which one can wear. I admit that newspapers may be placed between the blankets to give extra warmth at night, and that food can be and is, wrapped up in newspaper, to the great detriment of green open spaces near London after a Bank Holiday, writes E. V. Knox in the Morning Post.

I admit also that newspapers are put under sticks to light a fire—except, of course, at the Belshazzar Hotel, where the old oak logs are made of glass and kindled by electricity, and when you give them a thorough lamination with the poker to make them flame up a bit more you get thrown out by the management.

But for the most part, the quaint old-fashioned idea still lingers that newspapers were made to read. Using them for this purpose, a man only requires one of each sort each morning, and about half a dozen of each sort to find out what won and how it came to do it, as the afternoon wears on.

Modern Development.

It is only a modern development of journalism to buy newspapers by the gross in order to cut little bits out of them with a pair of nail scissors and put them in an envelope, and it is rather insulting to the labours of all those men and women who have compiled the rest of the twelve-to-twenty page affair.

For my own part, also, I dislike being bullied. When I am ordered by some man I do not know, and probably should hate if I met him, to Cut Out This Coupon, I don't cut it out. And when I am told that A Thousand Pounds Must Be Won, I say to myself, "You think so, do you? You blighter? This is a free country. There is no compulsion about the matter at all. So far as I am concerned, a thousand pounds need not and shall not be won even if I am the last man in England to stand up against this gross tyranny, and not to win a thousand pounds! I bought this paper to read it; not to be ordered about, and sent hunting for nail scissors by a hound like you."

I know, of course, that this statement about the necessity of winning a thousand pounds is not true. As a matter of fact, it is a howling lie. Even if I take a wheelbarrow to my news agent and wheel away twelve large bundles of newspapers and cut them all up into ribbons with the garden shears, except the little squares on the back pages, where they say BEND and tell me that I have to find the missing letter, and that the whole word means "the", I shall not really be obliged to win a thousand pounds, because I shall have tried BEND, BEND, and BEND, spending twopence or sixpence with each of them, whereas the hypocritical arch-fraud who has constructed the fatuous conundrum has written BEND in his sealed solution on the grounds that "bend" is a nautical word for "lie", and that scarcely anybody but himself will have been such a fool as to have thought of it.

The Congenital Idiots.

He profits by making it BEND, because in that way he weeds out an enormous number of newspaper choppers who imagined that they were forced to win a thousand pounds and relieve them of their obligation more speedily. Only a few congenital idiots have written BEND, and one of these carries off the swing. Unfortunately, when the warden brings in the news in the

DISORDERLY BEHAVIOUR.

Two Convicted and One Released.

Three Chinese were charged this morning with disorderly behaviour at Battery Street on September 27.

Mr. P. C. E. Kendall appeared for Ho Chi-wong, the second accused.

OLDE ENGLISH FAIRE.

Interesting Event on Saturday.

The Olde English Faire in St. Andrew's Church grounds, to be opened at 3 p.m. on Saturday by Mrs. W. T. Southorn, promises to be one of the most delightful functions held in the Colony. As many as possible of the features of an old time fair are being reproduced. There will be many booths in the Church grounds where a great variety of articles will be for sale. An English cottage is being erected, in front of which on the village green the beautiful old dances of the home country will be danced. For those who wish to dance themselves there will be ample opportunity from 9 to 11 p.m. when modern dances will be interspersed in the programme with older favourites.

The side shows are to be numerous and include ducking stool, helter skelter, skittles and hoop-la. Children will be amply catered for and if they are unsuccessful with the treacle bun they can try their skill at the fish pond.

No English Fair is complete without the gypsies and a mysterious palmist from Las Palmas will pitch her tent where she will predict the good things in store for her clients for a small sum.

The time is fast approaching when our thoughts turn to the problem of finding appropriate Christmas cards to send home. This difficulty may be very easily solved at the Olde English Faire, as a number of special designs, not to be obtained elsewhere, will be on sale.

It is hoped that those who come to the Fair will stay for supper as well as for tea because there will be items of interest going on all the time. Special arrangements are being made to have various typical national delicacies on the menu.

At intervals the Strolling Players will provide a humorous entertainment in their booth and no doubt the place will be crowded out soon after the bell-man announces that the performance is about to begin.

The grounds are to be decorated with bunting, flags and coloured lanterns, and appropriate music will be broadcast by the amplifiers. The helpers will be dressed in old-time costumes.

The proceeds of the Fair are to go to the Church Organ Fund in commemoration of the Church's 25th anniversary. Tickets for admission are 50 cent; children half-price.

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for October, 1931, Standard time of the 120th Meridian East of Greenwich are as follows:

	October	a.m.	p.m.
1	6.15	6.12	
2	6.15	6.11	
3	6.15	6.10	
4	6.15	6.09	
5	6.16	6.08	
6	6.16	6.07	
7	6.16	6.06	
8	6.16	6.05	
9	6.17	6.04	
10	6.17	6.03	
11	6.17	6.02	
12	6.18	6.02	
13	6.19	6.01	
14	6.19	6.00	
15	6.19	5.59	
16	6.20	5.58	
17	6.20	5.57	
18	6.21	5.56	
19	6.21	5.55	
20	6.22	5.54	
21	6.22	5.53	
22	6.22	5.53	
23	6.22	5.53	
24	6.23	5.52	
25	6.24	5.51	
26	6.25	5.51	
27	6.25	5.50	
28	6.25	5.49	
29	6.26	5.49	
30	6.26	5.48	
31	6.27	5.48	

The keel of H.M.S. Falmouth, a sloop of 1,650 tons, has been laid down at Devonport Dockyard.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"DRACULA."

"Fifty enormous bats, those strange slapping creatures of the night, were recently taken to Universal City for use in a number of scenes of "Dracula," the amazing drama which came to the Central Theatre yesterday, which a cast which included the famous Bela Lugosi, the original Dracula of the stage play.

The bats were captured in a great cave in Nevada by three residents of Las Vegas, who made an expedition into the hill region when an emissary of Universal arrived in town with the strangest order ever delivered into the desert country.

In addition to Lugosi, the cast of "Dracula" includes Helen Chandler, David Manners, Edward Van Sloan, Dwight Earle, Frances Dade and Herbert Bunstone.

"MURDER BY THE CLOCK."

The strange and mysterious story of a man, who was murdered twice in a single evening, is told with spine-chilling effectiveness in Paramount's "Murder by the Clock," at the King's Theatre to-day. The story centres around the luxurious mansion of the cranky but wealthy old Mrs. Julia Endicott. She lives there with her son, the strong-minded but child-minded idiot, Phillip; her housekeeper, Roberta; and her maid, Jane.

Shortly after Herbert Endicott, her nephew, comes to visit the house, old Mrs. Endicott is found murdered. She has willed all her money to Herbert, cutting Phillip out of the bequests. Herbert is suspected of the crime.

Lieut. Valcourt is assigned to the case. Several hours after the funeral of the older Mrs. Endicott, Herbert is found strangled. The family doctor brings Herbert to life again, using adrenalin. As Herbert is about to tell who "killed" him, he is shot dead. Another bullet wounds Tom Hollander, Laura's lover, who had been in the room.

"Murder by the Clock" was meant to be a thrill-packed, creepy mystery tale. It is.

"SINNERS' HOLIDAY."

Those who have wondered about the lives of professionals engaged in the business of running concessions in amusement parks and at the beaches, need only witness "Sinners' Holiday," the Warner Brothers and Vitaphone picture which comes to the Queen's Theatre to-day, to have their curiosity gratified.

Grant Withers enacts the role of a swaggering, youthful and amorous barber, while Evelyn Knapp is seen in the feminine lead as his sweetheart and the daughter of Ma Delano, owner of a penny arcade. Lucille La Verne plays Ma Delano.

"I TAKE THIS WOMAN."

Few modern writers have more "best-sellers" to their credit than Mary Roberts Rinehart whose recent fiction sensation, "Lost Ecstasy," comes to the King's Theatre screen on Sunday under the title "I Take This Woman."

"I Take This Woman" features Gary Cooper and Carole Lombard in its cast.

The locale, shifting as it does between fashionable, dance-mad New York and the wild country of the West, and back again, adds delightful variety to the picture.

"DAYBREAK."

Ramon Novarro, like all successful stars, realises very fully the great value of a change of pace.

Some years ago he made a terrific success in a German role in "The Student Prince." Thereafter he did "Ben Hur," and from that went into the young American naval officers of "The Midshipman" and "The Flying Fleet." Recently he has taken cognizance of his Spanish birthright, in "Call of the Flesh" and "Gay Madrid."

Now, however, he has assumed a Teutonic characterisation in "Daybreak," his new M-G-M starring vehicle, which will open on Sunday at the Queen's Theatre.

"Daybreak" is an adaptation by Ruth Cummings and Cyril Hume of Dr. Arthur Schnitzler's highly successful romance of Vienna before the war.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Murder By The Clock."

To-day—Queen's Theatre; "Sinner's Holiday."

To-day—Central Theatre; "Dracula."

To-day—Majestic Theatre; "The Awful Truth."

To-day—Star Theatre; "The Bellamy Trial."

Home Malls.

To-morrow—Outward for Europa via Suez (Kashmar Maru), 6 p.m.

Saturday—Inward from Europa via Suez (Kashmar Maru); from America via ports (Empress of Canada); from London (Glaucus).

Meetings.

October 8—Hong Kong Horticultural Society, Jardine, Matheson Co.'s Board Room, 5.15 p.m.

October 9—Hong Kong and Canton Ice Manufacturing Co., Ltd., 2 Lower Albert Road, 10.45 a.m.

Lumbers' Auction.

To-morrow—At Sales Room, postage stamps, 5.15 p.m.

Land Sales.

October 5—At P.W.D. Offices, two lots of Crown land, 3 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.E.W. on a wavelength of 365 metres:

5.45 p.m.—European Programme of Columbia & Régis Records kindly supplied by the Anderson Music Co.

5.55 p.m.—Orchestral. "Waldstätten Memories—Fantasia (Flute)." Herman Finck & His Orch. (9836).

The Damask Rose—Selection (Chopin—Clusium). Court Symphony Orchestra (DX24).

Silhouettes (Arensky)—(a) The Dreamer, (b) Introduction, (c) La Coquette.

H. G. Amer & Eastbourne Municipal Orchestra (9749).

Fifth Symphony—Adagietto (Mahler).

Willem Mengelberg conducting the Concertgebouw Orchestra (L1798).

5.35-6.05 p.m.—From the Studio European Children's Programme.

6.05-6.47 p.m.—A Concert.

Violin Solo.

Rondino—Beethoven-Kreisler.

Song of India (Rimsky-Korsakow).

Yovanovitch Bratza (4823).

Song—The Songs My Mother Sang (arr. Grimshaw).

The Kerry Dance (Molloy).

Doris Vane, Soprano (DX157).

Piano Solo.

Impromptu No. 2 in A Flat (Schubert).

Impromptu No. 4 in F Minor (Schubert).

Ethel Leginska (9478).

Song—So We'll Go No More A-Roving (Byron-White).

The Devout Lover (Pollock-White).

Dennis Noble (Baritone) (DX248).

Cello Solo.

Adagietto (Bizet arr. Squire).

Tarantella (Popper).

W. H. Squire (L2371).

5.47-7.20 p.m.—Variety.

My Cavalier.

While the Tango Moans, Eldorado Tango Band (MR338).

Vocal Dust.

Wahab Moon.

The Little Old Church in the Valley, Sweet & Low (MR350).

Hawaiian Orchestra—Ohi Rosalita.

The China Mail

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WANTED.—LADIES' BARBER (Gentleman or Lady), Manicurist and Massagist. State Experience and Salary. Sale Complete Permanent Waving Machines will teach Free.—P.O. Box 571.

FOR SALE

HONG KONG DOLLAR DIRECTORY.—On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE."—An interesting book of cartoons depicting "Happening" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Cook, W. Kay and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed—"China" Mail Office, No. 3A, Wyndham St. Telephone 20022.

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Hong Kong.

NEW
ADVERTISEMENTS.O. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 5th day of October, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kau Pui Shek, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Registration No.	Boundary Measurements	Locality	N. S. E. W.	Contents in Acres	S. F. A. D.	Annual Rent	Use of Price
1, H. B. 20022	As per sale plan.	1,672	12	149	12	12	12

H. B. 20022
Inland Tax Office,
Inland Tax Service.

As per sale plan.

GENERAL NOTICES.

HONG KONG HORTICULTURAL
SOCIETY.

NOTICE IS HEREBY GIVEN that the Annual Meeting of the above Society will be held at the Board Room of Messrs. Jarдин, Matheson & Co., Ltd., on THURSDAY, October 8, 1931, at 5.15 p.m.

J. T. BAGRAM,
Hon. Secretary.

Hong Kong, September 24, 1931.

NOTICE OF REMOVAL.

WE have This Day removed OUR OFFICES to 20, Des Voeux Road Central, Second Floor (above Messrs. Whiteaway, Laidlow & Co., Ltd.).

BANKER & CO., LTD.,
Import & Export Merchants.

Hong Kong, September 26, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the United Photoplay Service, Limited, will be held at the company's studio-office, Ming Yuen Gardens, North Point, Hong Kong, on TUESDAY, 6th October, 1931, at 3 p.m., for the purpose of considering the Statutory Report and of conducting all other business which ought to be conducted at such Statutory Meeting.

By Order,
Y. C. JEFFREY HUANG,
Secretary.

September 30, 1931.

G. R.
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PARTICULARS OF THE LOT.

No. of Sale Registration No.	Boundary Measurements	Locality	N. S. E. W.	Contents in Acres	Annual Rent	Use of Price
1, H. B. 20022	As per sale plan.	900	6	120	12	12
Wing Nai Chuen						

H. B. 20022
Inland Tax Office,
Inland Tax Service.

As per sale plan.

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HEAVY DEMAND
for seeds

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British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first
oz. and 10 cts. each succeeding oz.
Postcards:—
Local, China and Macao—2 cts. each.
All other places—8 cts. each.
The Registration fee is in each case 20 cents.

INWARD MAIIS.

FRIDAY, OCTOBER 2.

Japan and Shanghai Hakusan Maru
Japan Rakuyo Maru

SATURDAY, OCTOBER 3.

Amoy Sirdhana
Europe via Negapatam (Letters and Papers, London, Sept. 3) Kashima Maru
(Parcels only, London, Aug. 27) Glaucus

Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., September 12) Empress of Canada
U.S.A., Honolulu, Japan and Shanghai (San Francisco, September 4) Pres. Monroe

Australia and Manila Nellore

OUTWARD MAIIS.

THURSDAY, OCTOBER 1.

Samshui and Wuchow Chung On 4 p.m.
Hothow and Haiphong New Mathilde 5 p.m.

FRIDAY, OCTOBER 2.

"Straits, Ceylon, India, Mauritius, East and South Africa, and South American Ports" Santos Maru 10.30 a.m.
Manila, Rabaul, Australia & New Zealand via Brisbane Nankin

(Due Brisbane, Oct. 19) Parcels Oct. 2, Noon
Registration 1.45 p.m.
Letters 2.30 p.m.

Hafching 1 p.m.
Mui Nam 2 p.m.
Shun Chih 4.30 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles Hakusan Maru
(Due Marseilles, October 31) G.P.O.

K.P.O. Registration Oct. 2, 4.30 p.m.
Letters 4.30 p.m.

Registration Oct. 2, 5 p.m.
Letters 6 p.m.

*Superscribed correspondence only.

COMPANY MEETINGS

THE HONG KONG & CANTON
ICE MANUFACTURING
COMPANY, LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN

that the Tenth Ordinary Yearly Meeting of the Shareholders in the Company will be held at the offices of the General Managers, 2, Lower Albert Road, Hong Kong, on FRIDAY, October 9 at 10.45 a.m., for the purpose of receiving a Report of the Directors together with a Statement of Accounts, Declaring a Dividend, and re-electing Directors and Auditors. The Transfer Books of the Company will be closed from September 26 to October 9, 1931, both days inclusive.

J. T. BAGRAM,
Hon. Secretary.

Hong Kong, September 24, 1931.

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S.S. CRACOVIA (passenger boat)	Oct. 4		
S.S. MONCALIERI (cargo boat)	Oct. 25		
S.S. CARIGNANO (cargo boat)	Oct. 19	Nov. 22	
S.S. PILSNA (passenger boat)	Oct. 20	Nov. 1	
S.S. GANGE (passenger boat)	Nov. 10	Nov. 28	

* Outward voyage to Shanghai only.
Attention is called to the s.s. Gange which will make the voyage Hong Kong-Venice in 24 days thus allowing London passengers to reach destination in 25 days.

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SHIYUO MARU Tuesday, 13th October.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU Tuesday, 6th October.

HIYE MARU Tuesday, 3rd November.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

HAKUSAN MARU Saturday, 3rd October.

HARUNA MARU Saturday, 17th October.

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU Saturday, 24th October.

KITANO MARU Saturday, 21st November.

BOMBAY via Singapore, Penang, & Colombo.

TANGO MARU Tuesday, 13th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu.

Los Angeles, Mexico and Panama.

RAKUYO MARU Thursday, 15th October.

NEW YORK, BOSTON via Panama.

† LISBON MARU Wednesday, 21st October.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

† LIMA MARU Sunday, 11th October.

CALCUTTA via Singapore, Penang & Rangoon.

† PENANG MARU Thursday, 1st October.

† HAKODATE MARU Thursday, 8th October.

SHANGHAI, KOBE & YOKOHAMA.

† MITO MARU Friday, 2nd October.

KASHIMA MARU Saturday, 3rd October.

† TOTTORI MARU Saturday, 3rd October.

† Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments.)

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via

Saigon, Singapore, Colombo, Durban & Capetown.

MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZA, BETH & CAPETOWN.

THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.

BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.

JAPAN PORTS (Frequent Services).

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.

NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.

BOMBAY & KARACHI via Singapore, Belawan Dell & Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

HAIPHONG via Hoi An, Pakhol (Frequently).

KEELUNG via Swatow & Amoy (8 p.m. every Sunday).

JAPAN PORTS via Keelung & Shanghai.

TAKAO via Swatow & Amoy (Frequently).

For further particulars please apply to:

OSAKA SHOSEN KAISHA.

Telephone 23061.

(10 a.m.)



ARRIVALS OF SHIPS.

September 29:
Ningchow, British str., 5,857 tons, Capt. W. B. Ewan, from Shanghai, buoy No. A7.—B. & S.

September 30:
Canton, French str., 976 tons, Capt. F. L. Morvan, from Haliphong, buoy No. B12.—M.M.

Cape St. Francis, British str., 2,170 tons, Capt. 'Hagland', from Singapore, buoy No. A19.—Doddwell & Co.

Childar, Norwegian str., 2,336 tons, Captain J. Mathiasen, from Manila, Stonecutters Anchorage.—Siemssen & Co.

Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Canton, buoy No. B21.—J. M. & Co.

Haiching, British str., 1,284 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Haldis, British str., 1,144 tons, Capt. J. Berg, from Saigon, buoy No. B9.—Wo Fat Sing.

Hongkhang, British str., 3,975 tons, Capt. D. M. Hood, from Swatow, buoy No. A14.—Ho Thong & Co.

Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, buoy No. C3.—O.S.K.

Huichow, British str., 1,222 tons, Capt. E. M. Golic, from Weihui-wai, buoy No. B18.—B. & S.

Hydrangen, British str., 561 tons, Capt. P. W. Grilerson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Iyo Maru, Japanese str., 3,667 tons, Capt. K. Uyeno, from Singapore, buoy No. A4.—N.Y.K.

Mausang, British str., 2,063 tons, Capt. G. F. Matthews, from Sandakan, buoy No. B22.—J. M. & Co.

Menestheus, British str., 4,817 tons, Capt. A. E. Dodd, from Keelung, buoy No. A7.—B. & S.

Nankin, British str., 4,348 tons, Capt. A. S. Gordon, from Moji, Kowloon Dock.—P. & O. & Co.

Penang Maru, Japanese str., 3,230 tons, Capt. Y. Iida, from Moji, Kowloon Wharf.—N.Y.K.

Ninghai, British str., 1,482 tons, Capt. W. J. King, from Swatow, buoy No. B15.—B. & S.

Phasianella, British str., 393 tons, Capt. F. J. Papple, from Canton, Taikotsu Anchorage.—Pyrrhus, British str., 4,803 tons, Capt. Davis, from Singapore, Holt's Wharf.—B. & S.

Shantung, Swedish str., 3,982 tons, Capt. Borin, from Shanghai, buoy No. A1.—Gilmans & Co.

Svale, British str., 1,854 tons, Capt. G. Wilkens, from Swatow, buoy No. A6.—Tung Nan S.S. Co.

Tsinan, British str., 2,100 tons, Capt. W. Shew, from Canton, buoy No. B14.—B. & S.

Brisbane Maru Tues., 6th Oct.

Indus Maru Fri., 9th Oct.

Alaska Maru Sun., 11th Oct.

Hokuroku Maru Mon., 5th Oct.

Hague Maru Sat., 3rd Oct.

Havre Maru Mon., 5th Oct.

Hamburg Maru Fri., 2nd Oct.

Menado Maru Thurs., 1st Oct.

Hozan Maru Sun., 4th Oct.

Canton Maru Sun., 11th Oct.

For booking and information apply to:

DRIFTING DERELICT JUNK.

Danger to Navigation.

The master of the s.s. Yuan Lee, arrived yesterday from Swatow, has reported at the Harbour Office, that his ship passed a capsized junk, which is a danger to navigation. The position of the wreck is given as Lat. 23.01 N. and Long. 116.41 E.

A report, evidently relating to the same wreck, was also made yesterday by the master of the s.s. Hai Yang. He reported sighting at 6.30 a.m. a dismantled and abandoned junk in Lat. 22.41 N. and Long. 116.11 E.

The derelict may have drifted between the times of being sighted by the two ships.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:

	Sept. 28	Sept. 29
West River at Shihling	6.4	—
North River at Samshui	6.3	6.5
North River at Tsingyuen	4.7	4.8
East River at Sheklung	6.1	3.9

The highest levels recorded are: Shihling, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

Foreign Men-of-War.

Argus—French gunboat.

Helena—American gunboat.

STEAMER MOVEMENTS.

The C.P.S. R.M.S. Empress of Canada arrived at Shanghai on September 30 (Wed.) at 2 p.m., left Shanghai on October 1 (Thurs.) at 11 a.m., and is due at Hong Kong on October 3 (Sat.) at 7 a.m. She leaves Hong Kong for Manila on October 3 (Sat.) at 8 p.m.

SECOND AROUND PACIFIC CRUISE

S.S. "MALOLO"

AN UNUSUAL OPPORTUNITY

to cruise on the famous Matson Liner "MALOLO" enjoying the advantages of carefully prepared shore excursions at ports of call under direction of the American Express Company.

SCHEDULE:

Yokohama Leave Oct. 9

Kobe Oct. 13

Miyajima Oct. 14

Chinwangtao Oct. 21

Shanghai Oct. 25

Hong Kong Oct. 29

Manila Oct. 31

Bangkok Nov. 4

thence to Singapore, Batavia, Macassar, Sydney, Auckland, Suva, Pago Pago, arriving Honolulu December 11th, San Francisco December 16th.

Fares include all sightseeing expenses at intermediate ports.

Desirable accommodations available to all ports.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
MIRZAPORE	6,700	6th Oct.	1931.
MANTUA	11,000	10th Oct.	Straits, Colombo & Bombay.
SHASHMIR	9,000	24th Oct.	Marseilles, L'don, E'dam & A'werp.
IBURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
RAJSHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Ant- werp & Hull.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
SOMALI	6,800	26th Dec.	

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SIRDHANA	8,000	1931. 6th Oct. 3 p.m.	Singapore, Penang & Calcutta.
TILAWA	10,000	18th Oct.	Singapore, Penang & Calcutta.
SANTHIA	8,000	29th Oct.	Singapore, Penang & Calcutta.

†Calls Rangoon. *Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	1931. 2nd Oct. 4 p.m.	Manila, Rabaul, Brisbane, Sydney
VELLORE	7,000	31st Oct.	& Melbourne.
TANDA	7,000	2nd Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	5th Oct.	1931.	S'hai, Moji, Kobe, Osaka & Y'hama.
KIDDERPORE	5,800	6th Oct.		Shanghai, Moji & Kobe.
SANTHIA	8,000	9th Oct.		Amoy, S'hai, Moji, Kobe & Osaka.
NALDERA	10,000	10th Oct.		Shanghai, Moji & Yokohama.
KASHGAR	9,000	17th Oct.		Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.		Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	24th Oct.		Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,000	1st Nov.		Shanghai, Moji & Kobe.
TANDA	7,000	6th Nov.		Shanghai, Moji, Kobe, Osaka & Y'hama.
TAKADA	7,000	6th Nov.		Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	7th Nov.		Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.		Amoy, Moji, Kobe & Osaka.
CORFU	15,000	21st Nov.		Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.		Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	17,000	5th Dec.		Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.		Shanghai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	19th Dec.		Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundrys.
Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

CLEVER METHODS OF STOWAWAYS.

Girls Who Entertained Passengers by Music!

Referring to stowaways on overseas vessels, the manager of a shipping company said that it was now the invariable custom of shipowners and agents to return all stowaways to the port of embarkation. This was practically the only method left at the disposal of the shipping companies to put down this expensive nuisance. Shipping companies trading to Australia had experienced considerable trouble as a result of people stowing away on their vessels. The increase in the number of persons who tried to leave Australia by this means could be directly attributed to the prevalence of unemployment. Shipping agents had found it necessary to employ guards on almost all vessels (particularly those carrying one class or third class passengers), when a large number of people were moving to and from the ship, making stowing away a comparatively easy task. To the expense of these gangway guards must be added the cost of delays to ships, which were frequently searched by the officers before leaving the wharf at Fremantle, and again in Gage Roads before the pilot left the ship.

Clever Methods.

Many clever methods, the manager continued, were employed by stowaways to secret themselves on the ship and to elude detection during a search. Recently a stowaway succeeded in building himself round with wheat bags in the square of the hatchway, so that he was not visible to the officer who searched the hatch before closing and battening down. This man made his presence known by knocking on the inside of the hatch after the ship had been at sea for two days. On another occasion three girls gained admission to the steamer, and as they were not checked ashore again at sailing time by the gangway guard, the vessel was searched twice. During the second search the girls were discovered in the music room. One girl was playing the piano and the others were entertaining the passengers. These girls were later discovered on another ship, but they were put ashore before the vessel sailed from Fremantle. In another instance two women with their families succeeded in hiding themselves until the vessel was too far from land to warrant its returning to port. This party of ten obtained free board and lodgings for 20 days at the shipping company's expense.

\$40,000 ORDER FOR THE TYNE.

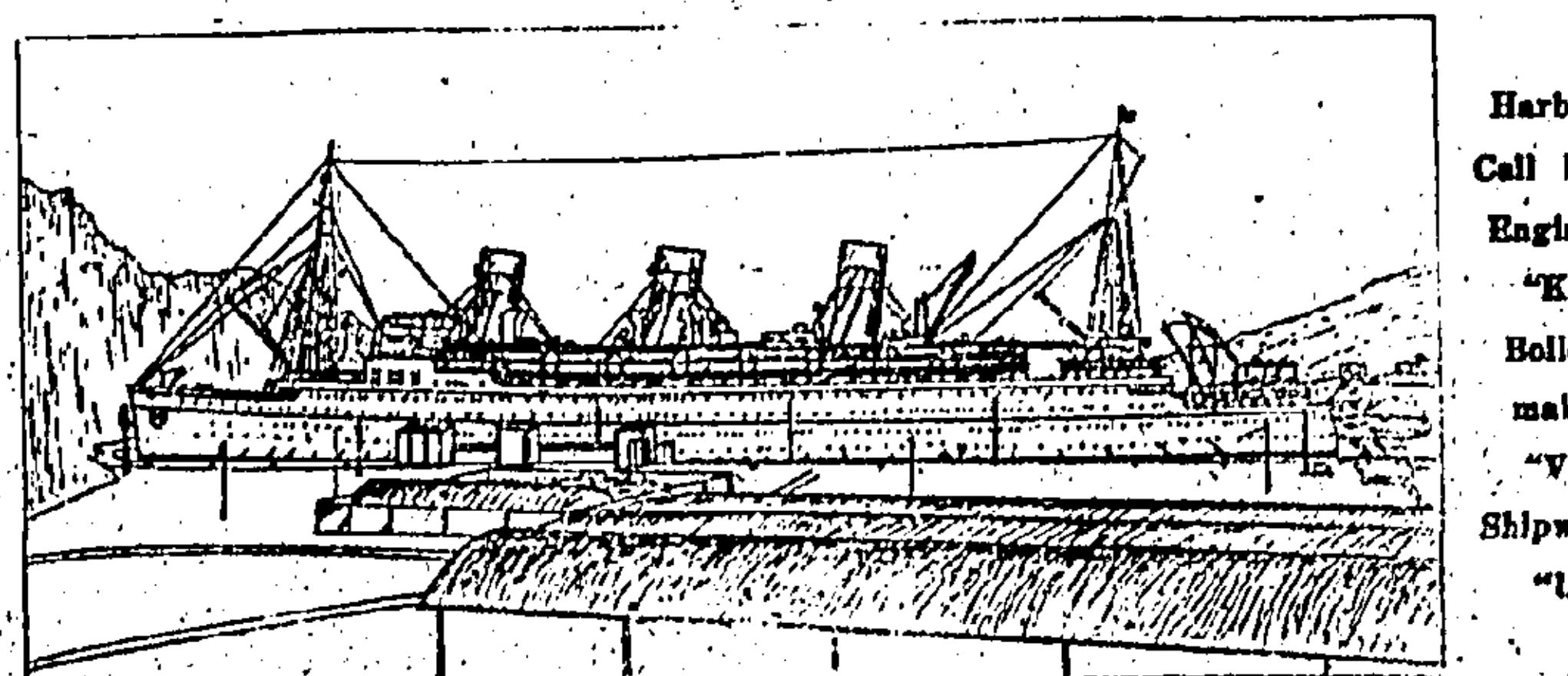
Orders have been placed with Messrs. Vickers Armstrong, of Walker-on-Tyne, by the Blue Star Line for extensive reconditioning of its 10,000-ton liner Afric Star and Stuart Star. The work on the two ships, which will occupy a considerable time, will cost about £40,000.

THE HONGKONG & WHAMPOA DOCK CO., LTD.,

HEAD OFFICE AND WORKS:

Telephones: MANIFESTO, HONG KONG. KOWLOON, HONG KONG OFFICE 28020. KOWLOON DOCK 58093.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDRERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPERSS OF JAPAN."

In No. 1 Dock. Dimensions: 660' O.A. x 83'6" x 48'6" Mid. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 83'0" x 30'6" over all. H.W. O.S.T. Salvage Tug "Henry Kewick" 2,000 H.P. Wireless Call Signal V.P.L.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition. Western Union, Beale, and Watkin.

Kindly send enquiries to the Chief Manager.

R. M. Dyer, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

CONSIGNEES.

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer, "GAELIC STAR"

From ANTWERP, ROTTERDAM, HAMBURG, NEWPORT & PORTS.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship

"BENCLEUCH"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th instant will be subject to rent.

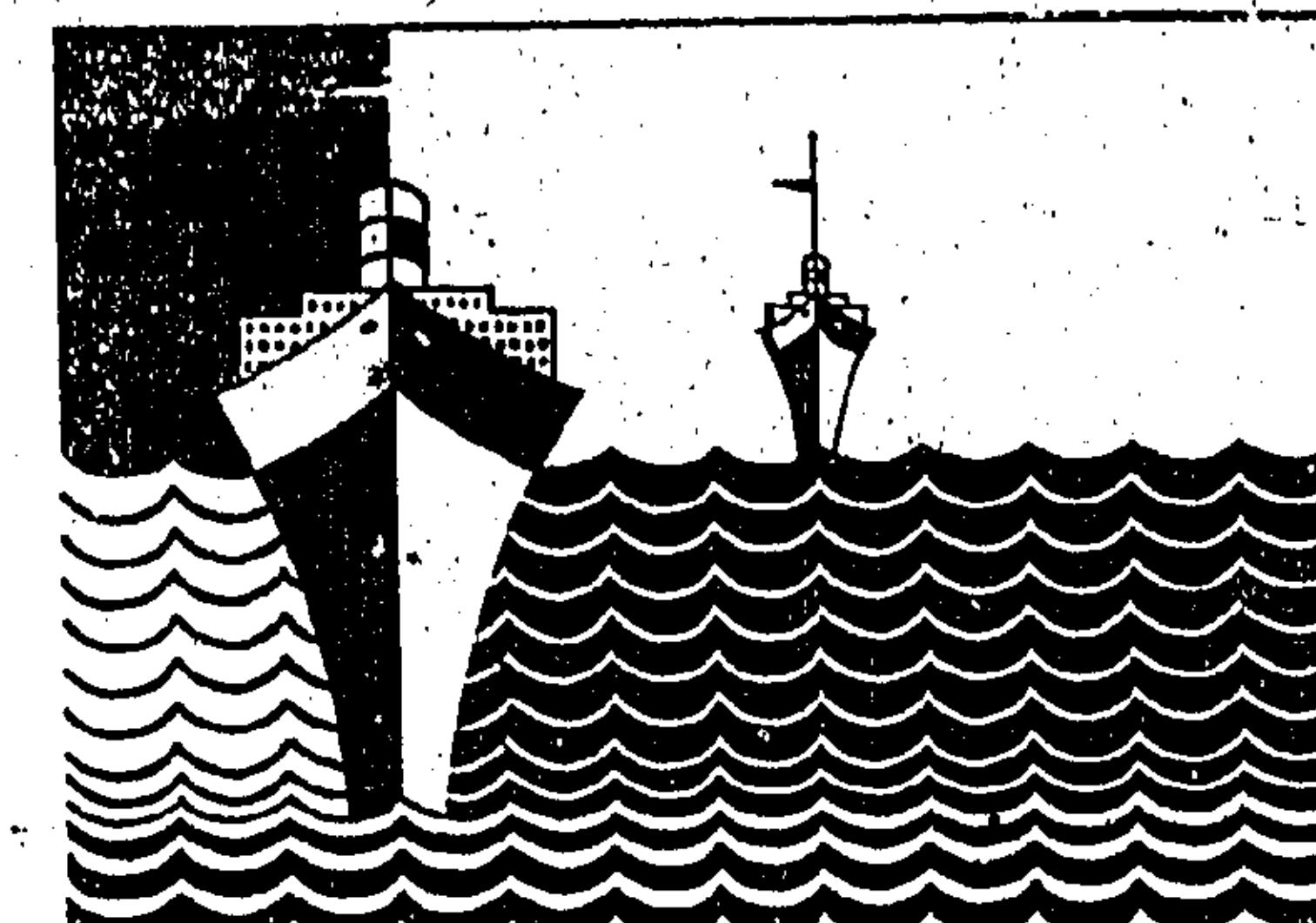
All claims against the vessel must be presented to the undersigned on or before the 9th October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD.

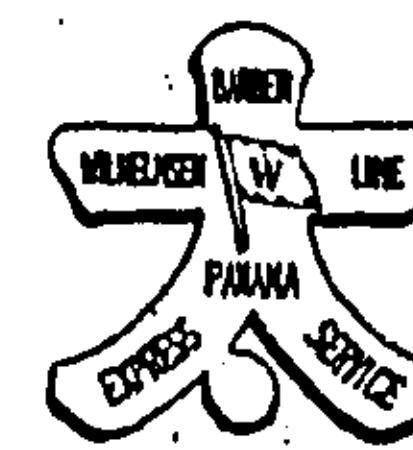
Agents. Hong Kong, 28th September, 1931.



The Outdoor Deauville Pools

on the new President Hoover and President Coolidge are several times larger than the average plunge. Built of jade green tile, with striped awnings in Country Club style. White sand beach, gay umbrellas and water balls, add to the fun. Every sport and activity has been provided on these new super-liners soon to take their place in the Orient-to-New York via California Service.

DOLLAR
STEAMSHIP LINES
President Liners Serve the World



BARBER WILHELMSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply:

DODWELL & CO., LTD.
Queen's Buildings. Telephone 28021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR OCT. 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING FRI. 2nd	SUN.		

THE
CARAVAN
FETTE PEKING RUGS—FINE LINENS
LINGERIE (New Design)
NEW CONSIGNMENT OF
COSTUME JEWELLERY
7, CHATER ROAD,
(St. George's Building)
HONG KONG.

ARCADE,
PENINSULA HOTEL,
KOWLOON.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, OCTOBER 1, 1931.

DENTALINE

(Concentrated Antiseptic)

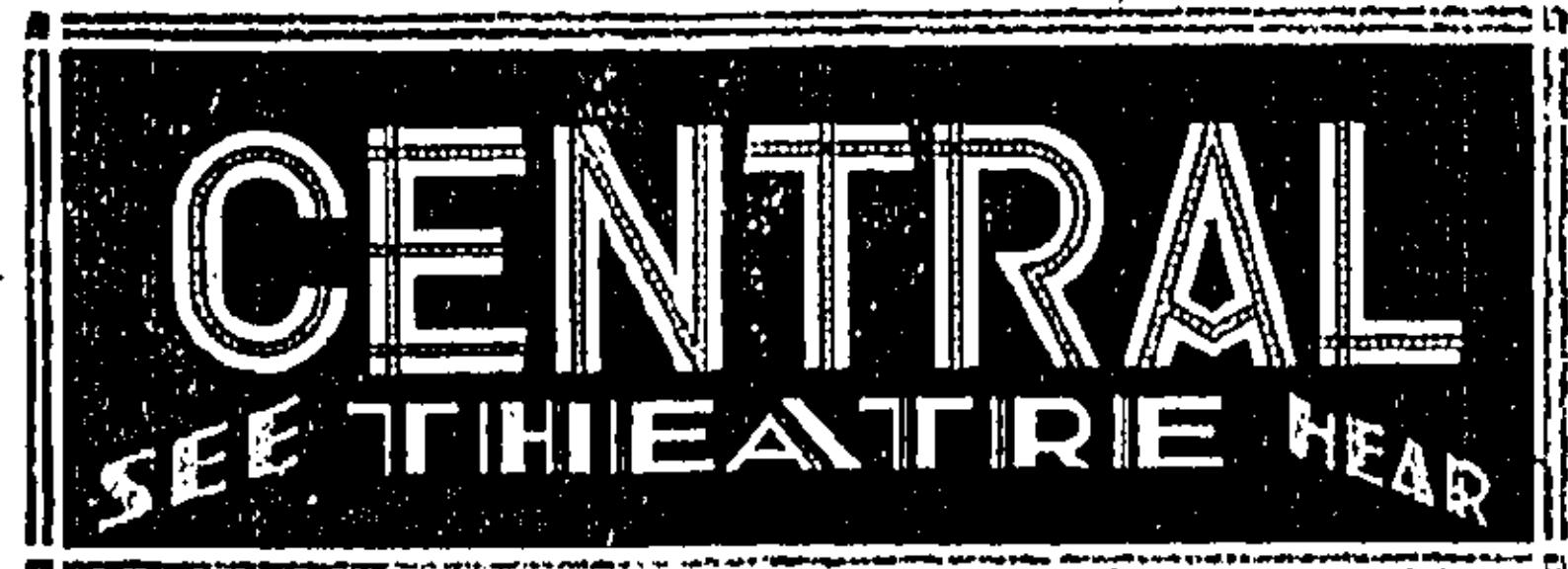
Is more than a mouth-wash, it actually

KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent. Properly diluted it is delightful to taste and refreshing to use.

THE PHARMACY

Asiatic Building. Tel. 20345. Queen's Road

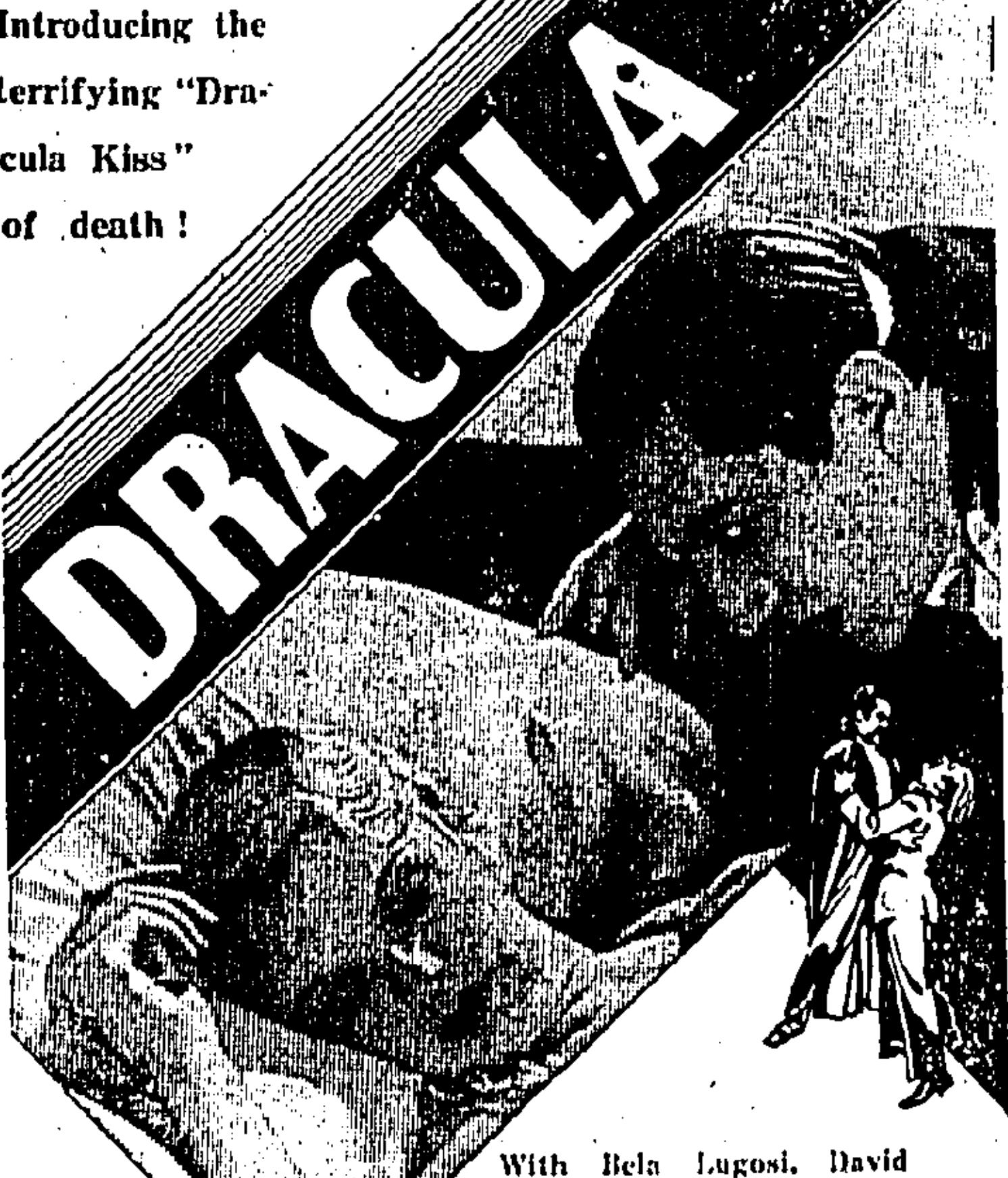


SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

The Weirdest Character in Fiction — In
A Motion Picture That Is The Last Word
in —

THRILLS! THRILLS! THRILLS!

Introducing the
terrifying "Dra-
cula Kiss"
of death!



With Bela Lugosi, David
Manners, Helen Chandler,
Dwight Frye, Edward Van
Sloan, Herbert Bunton,
Frances Dade, Charles
Gerrard.

TOD BROWNING'S
Greatest Production
Presented by Carl Laemmle
Produced by Carl Laemmle, Jr.

The Gold Medal Thriller of the Year!

COMING ATTRACTION



LEW AYRES
in "IRON MAN"

ECONOMY BILL

NOW AN ACT OF
PARLIAMENT.

A NEW ERA

SIR A. S. MAITLAND
DEFENDS BILL.

London, Yesterday.
The Economy Bill, having
passed through Parliament, is
now an Act, and will in due
course be placed in the Statute
Book.—Reuter.

Bill of Unprecedented
Character.

Rugby, Yesterday.

Lord Reading moving the second
reading of the Economy Bill in the House of Lords said that but for the emergency which existed it would be indefensible to ask the House to pass the Bill which was of an almost unprecedented character and gave Government power to act by means of Orders in Council which would have the effect of Acts of Parliament. The Budget, however, had to be balanced.—British Wireless Service.

Pains in Heraldng New Era.

Rugby, Tuesday.

In moving the third reading of the Economy Bill in the House of Commons, Sir Arthur Steel Maitland said that it was designed to meet an emergency demanding quick and decisive action. He asked the House to recognise that the late Government had agreed to nine out of ten of the economies now proposed, which might be of very great benefit to the country in view of the developments bound to come and which not only this country, but other countries, had to face. The crisis was confronting other countries and would confront nearly every country in the world.

It was not merely a difficulty that could be surmounted leaving the world just as it was before. These difficulties were really pains that went before the birth of a new state of affairs and that was a fact that everyone would be forced to recognise.

Within ten years from now, he said, there would be a regime of international agreement on economics and finance surpassing anything hitherto contemplated. This question would equal, if not surpass, in importance the question of armaments.

Gold As A World Problem.
Gold would have to be dealt with as a world problem and there would have to be international lending of capital and quite possibly concerted action for preventing undue fluctuations in credit. That kind of action was coming and would quite intimately affect welfare of masses of people in all different countries and would affect intimately employment and the standard of life.

People looking back some years hence would realise that the present troubles were an inevitable outcome of postwar conditions

SHARES STILL QUIET.

Some Deals on a Cash
Basis.

TO-DAY'S FEATURES.

The official summary issued by the Stock Exchange to-day states: The market is still on the quiet side with some transactions taking place on a cash basis.

Banks were in demand at \$1,825. Cantons were on offer at \$1,500. Unions were wanted at \$435. China Underwriters could have been obtained at \$64.

H.K. Fires were in the market at \$1,485.

Steamboats had sellers at \$27.

Wharves were done at \$151.

Providents (old) could have been obtained at \$5.90. The new shares were wanted at \$2½.

Hotels (old), which changed hands at \$15 and \$16½, had buyers at the former rate and sellers asking the latter at the close. The new shares could have been obtained at \$15.

Lands were on offer at \$86.

Realities were offering at \$15½.

Ewos, after being done at Taels 16.40 and Taels 16½, closed in demand at Taels 17.

Trams were dealt in at \$21½ and \$21½.

Star Ferries, which were done at \$94, closed with sellers at \$95.

China Lights were dealt in at \$28½.

Electricities could have been obtained at \$80.

Telephones (fully paid) were in demand at \$43½, as were also the part paid shares at \$29½, after sales being put through at \$30.

Ropes were in request at \$16.

Dairy Farms were offering at \$32.

Lane, Crawfords (old) were in demand at \$6.

Constructions' rights were offering at \$2.

and it was only the jealousies and the suspicions of nations which had made approach to them uncertain and fumbling up to now.

Great Britain Plays a Leading Part.

When these developments came, Great Britain would naturally be fitted to play possibly the leading part in it. He urged that use should be made of the large measure of agreement which existed, so that the country might face the future and gain the enormous influence which it could have in shaping the new era on which the world has just entered.

No Justification for Bill Now.

Sir Stafford Cripps, moving the rejection of the Bill, said the justification for the Bill when it was introduced vanished when the country went off the gold standard and the fact that a crisis existed in the world did not necessarily call for hasty and unwise legislation, and the granting to Ministers of wide emergency powers.

The third reading was carried by 297 votes to 242.—British Wireless Service.

HAPPY ENDING

SINO-JAPANESE
CONFLICT.

UNDERSTANDING LEAGUE COUNCIL ENDS LABOURS.

Geneva, Yesterday.

A denouement in the Sino-

Japanese conflict was reached at

this afternoon's sitting of the

Council by the adoption of a

series of resolutions embodying

the Chinese and Japanese replies

to the Council's appeal—Japanese

denial of territorial designs in

Manchuria and statements as

regards the withdrawal of troops

—and the Chinese Government's

acceptance of responsibility for

Japanese lives and property outside

the rail zone—and Chinese and

Japanese assurances to prevent

aggravation of the situation.

The Council is to meet again on October 14 to consider the situation, only if necessary.

The Council, thereafter, adjourned.—Reuter.

Statement in British Parliament.

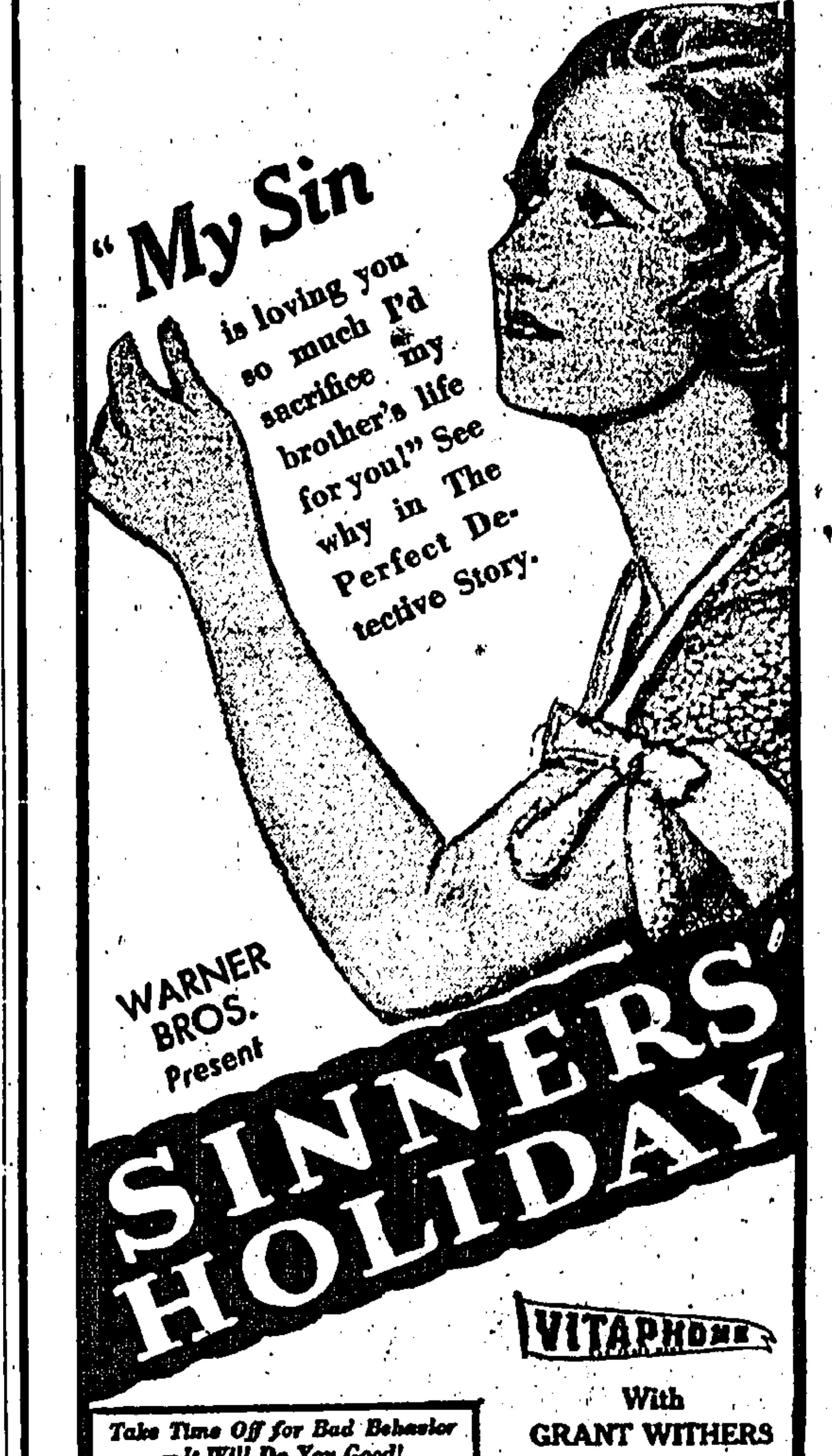
Rugby, Yesterday.

Replying to a question in the House of Commons, the Under-Secretary for Foreign Affairs, Captain Eden, referred to the course of events following the appeal addressed by the Council of the League to the parties to this dispute. He said that the Chinese Government in their reply to the League Council had expressed gratification at the action taken together with the hope that further measures would be forthcoming. They, however, modified their original demand for the appointment of a neutral commission of investigation into the proposal that the Council should help the parties to reach an agreement as to arrangements on the spot which would make it possible to fix an early date for completion of withdrawal.

At two successive meetings of the Council the Japanese delegate reported progressive withdrawal of Japanese troops from Chinese territory. He had declared that his Government had no territorial designs on Manchuria, and that they maintained their determination, of which practical proof had been given during the last few days, to withdraw their forces within the railway zone in so far as the safety of Japanese nationals and their property were effectively provided for. He added that all Japanese troops were now withdrawn except for those in Mukden and Kirin and for a small number in two other towns.—British Wireless Service.

AMUSEMENTS

AT THE
QUEEN'S
TO-DAY TO
SATURDAY
At 2.30, 5.10, 7.15 & 9.20.



Take Time Off for Bad Behavior
—It Will Do You Good!

NEXT CHANGE

"Love goes with music and
magic nights"

He paid for her love, and
started her on a career of
gilded Continental gaiety.
Only at the end — a ruined
man — does he find out the
priceless quality of her love!



A Metro-Goldwyn-Mayer Picture



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